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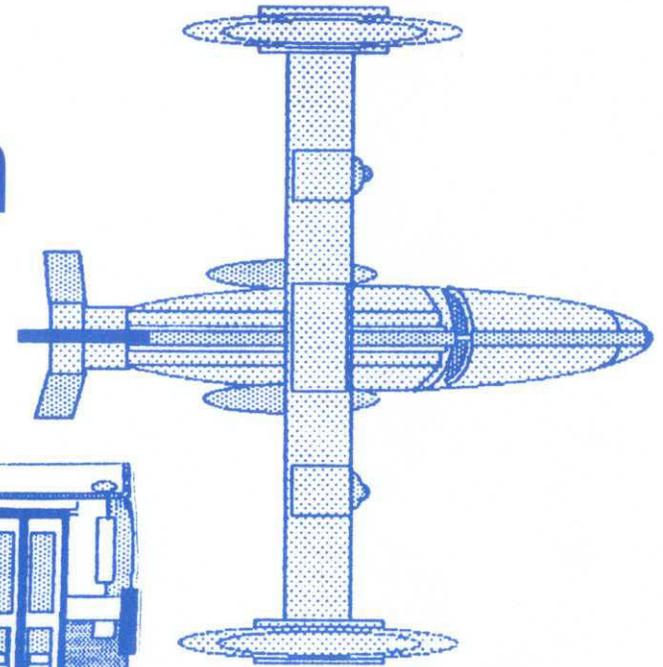
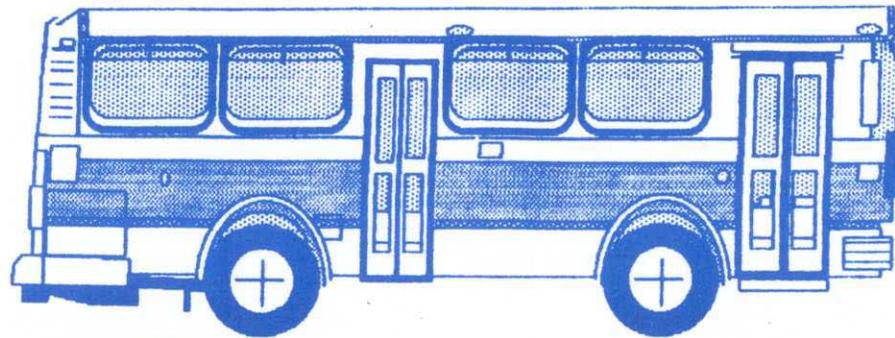
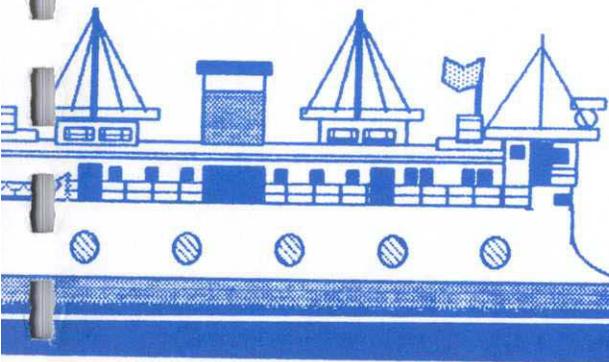
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Report: Public Transportation in Washington State 1984



Washington State Department of Transportation
Research, Planning and Public Transportation Division

PUBLIC TRANSPORTATION IN WASHINGTON STATE

WASHINGTON STATE DEPARTMENT OF TRANSPORTATION
Planning, Research and Public Transportation
Public Transportation Office
October 1984

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INTRODUCTION

This report is an update of the Public Transportation in Washington State publication, dated December 1981. In order to reflect the changes that have occurred since that time, this report contains the most current data obtainable. A significant amount of information contained in the report was submitted by the individual transit systems throughout the state and has been of great assistance in formulating this report.

The report begins with a brief description of the organization of the Public Transportation Office, and the relationship of this office to the rest of the Department of Transportation (see Figure 1). The administrative structure and branch organizations provide for the specific planning of public transportation.

The role of the Planning, Research and Public Transportation Division is to provide statewide planning, coordination and support activities. The Division contains three branches of public transportation covering transit, paratransit, rail and marine transportation. The function of each of these branches is discussed in figure 2.

The types of support for public transportation provided by the Division of Planning, Research and Public Transportation are extensive. Some of these services are:

- Transit feasibility studies;
- Transit development planning studies;
- New systems start up assistance;

- Administer UMTA grants for elderly and handicapped transportation;
- Administer UMTA grants for rural transit operations;
- Demonstration funding is obtained and technical assistance provided to locally developed projects;
- The Division sponsors seminars and workshops dealing with both public and specialized transportation;
- Innovative concepts in public transportation are developed and assisted;
- High occupancy vehicle lanes and park and ride lots are developed;
- The Division cooperates with the Washington State Transit Association in assisting in projects identified by local transit agencies and supplies advice and technical services to transit and specialized transportation operations.

Chapter One of this report contains information about the types and kinds of financing for public transportation and the state and federal roles in this financing procedure. Chapter Two deals with information about each local transit system in the state. The following chapters deal with paratransit, intercity bus, rail, water and air transportation. Supporting information is contained in the appendix sections. Table 1 contains the financial comparisons of some of the public transportation modes found in the state using the most recent available data. Table 2 shows performance indicators for these same public transportation modes.

Figure 1

Washington State
Department of Transportation

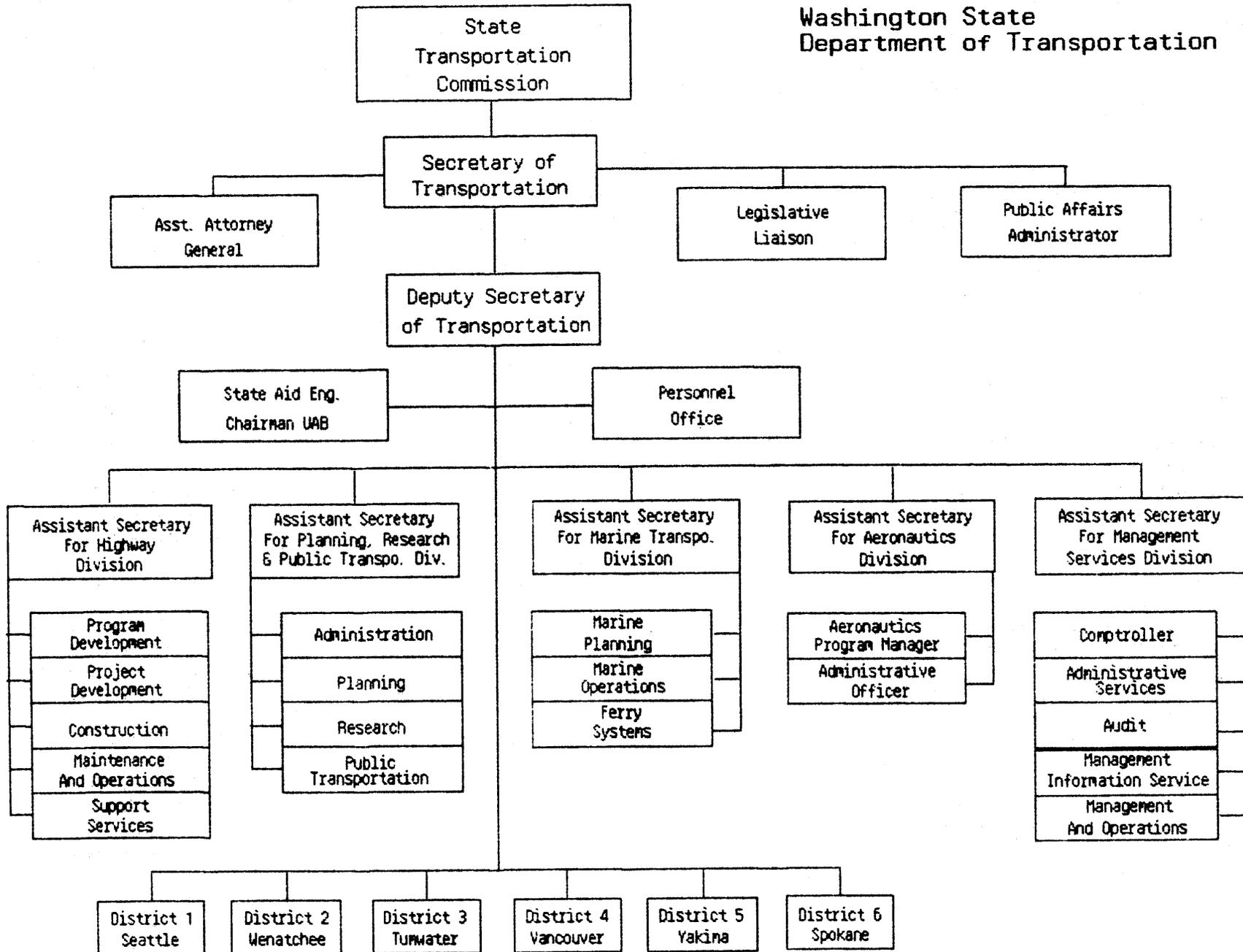


Figure 2
Division of
Planning, Research, and Public Transportation
Public Transportation Office

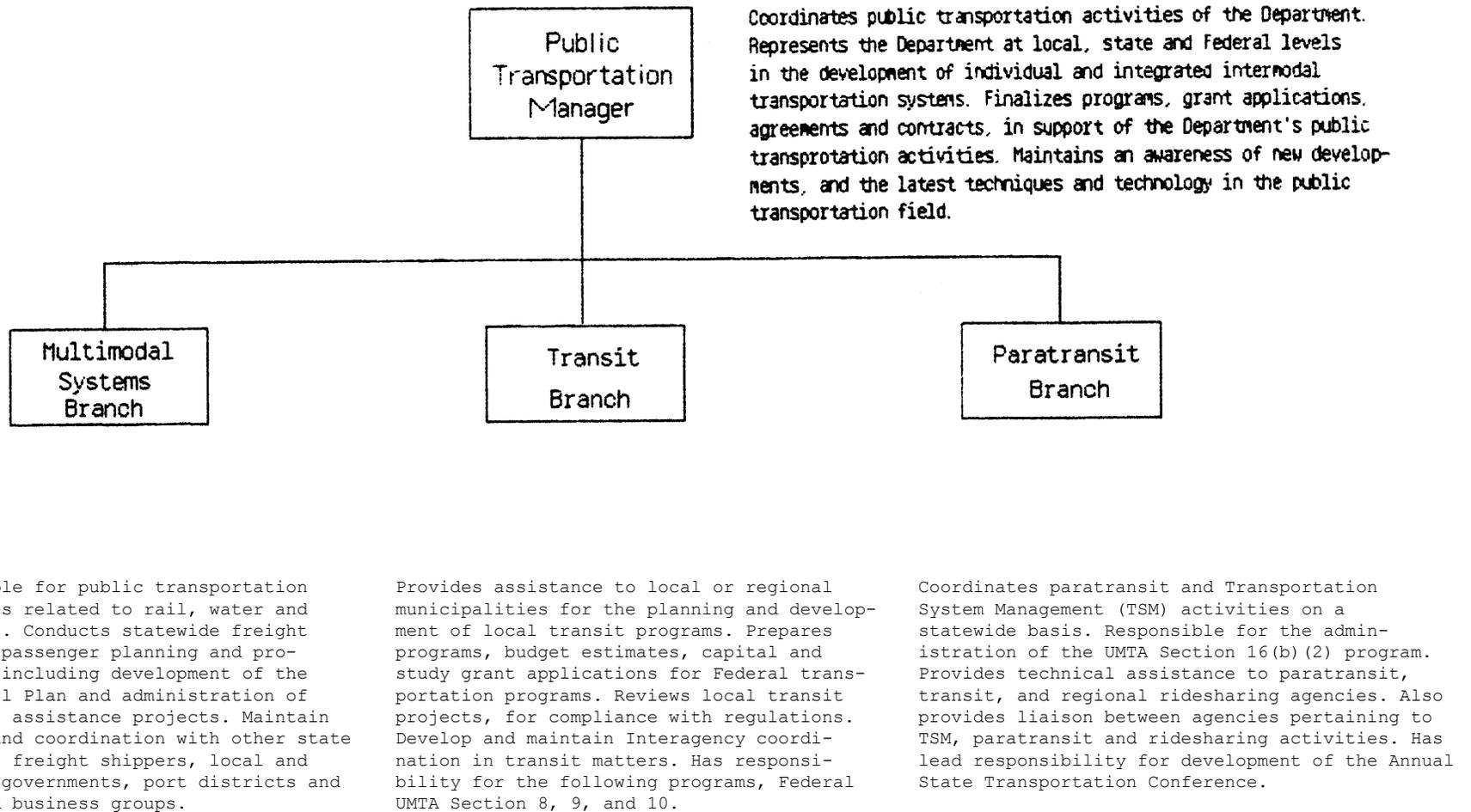


Table 1
1983 Selected Public Transportation
Statewide Data

System	Passengers	Veh. Miles	Operating Expenses	Fare Box Revenue
Local Transit	98,136,000	58,057,000	140,167,000	34,382,000
E & H 16(b) (2) 1/	778,000	2,540,000	2,042,000	2,217,000
Intercity Bus (GH&T) 2/	39,597,012	297,189,881	713,021,275	754,367,876
Intercity Bus (WA)	212,253	2,130,643	4,251,912	4,003,493
Airporters	611,618	3,272,997	3,580,629	3,586,160
Wash. State Ferry System 3/	16,894,000	850,000	64,819,000	41,112,000
Other Public Ferry Sysys. 3/	778,000	N/A	1,741,000	629,000
SeaTac Satellite System	12,100,000	678,000	1,017,000	FREE
Yakima Street Car	7,000	N/A	21,000	25,000
Seattle Monorail	2,158,000	N/A	680,000	755,000
Seattle W.F. Streetcar	19,038,000	N/A	1,349,479,000	664,424,000
Amtrak (USA) 4/	1,166,000	N/A	N/A	N/A
Amtrak (WA)	272,000	N/A	547,000	193,000

1/ Includes grants, donations, and contracted service.

2/ Intercity Bus data for Greyhound and Trailways
are for the total western section of the U.S.A.

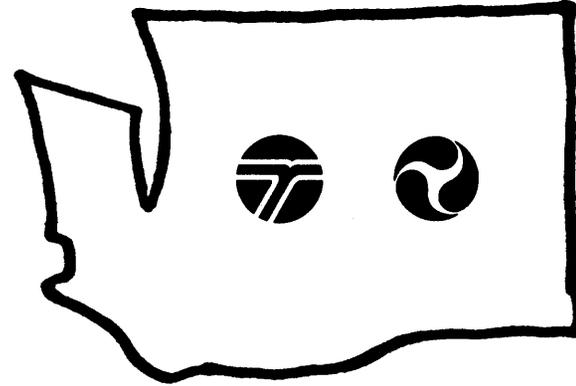
3/ Farebox Revenue includes fares for vehicles as well as passengers.

4/ AMTRAK figures are for the total nationwide system.

Table 2
1983 Performance Indicators
Statewide Data

System	Oper.Exp./ Passenger	Oper.Exp./ Veh. Mile	Fare Box Rev./ Passenger	Fare Box/ Oper. Exp.
Local Transit	\$ 1.42	\$ 2.41	\$ 0.35	24.5 %
E & H 16(b) (2)	2.62	0.80	N/A	N/A
Intercity Bus (GH&T)	18.00	2.40	19.05	105.8
Intercity Bus (WA)	20.03	2.00	18.86	94.2
Airporters	5.85	1.09	5.86	100.2
Wash. State Ferry System	3.84	76.26	2.43	63.4
Other Public Ferry Sysys.	2.24	N/A	0.81	36.1
SeaTac Satellite System	0.08	1.5	FREE	FREE
Yakima Street Car	3.00	N/A	3.57	119.0
Seattle Monorail	0.32	N/A	0.35	111.0
Seattle W.F. Streetcar	2.01	N/A	34.90	49.2
Amtrak (USA)	70.88	N/A	N/A	N/A
Amtrak (WA)	N/A	N/A	0.71	35.3

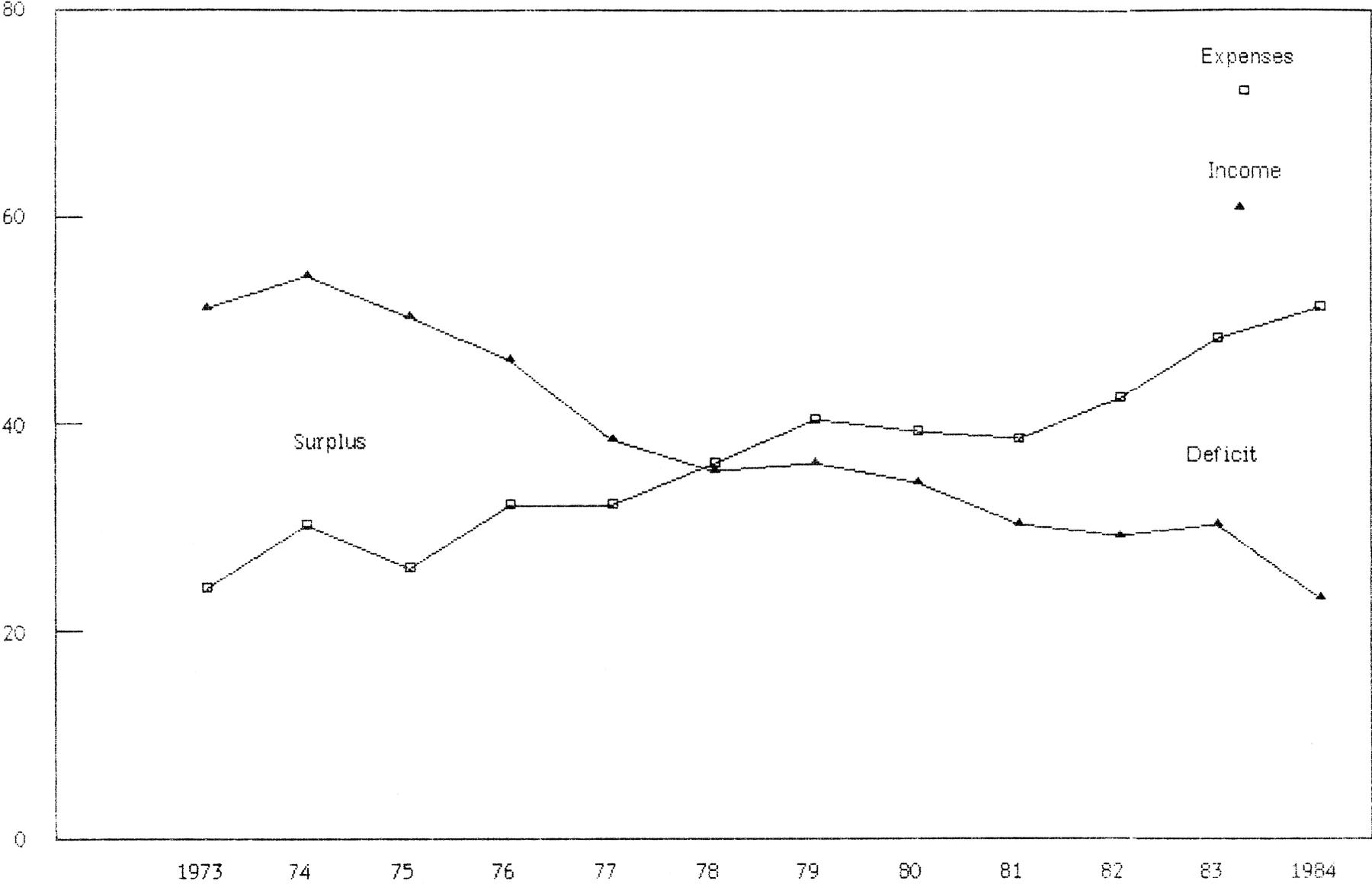
State and Federal Financing and Roles



Public Transportation Funding

\$ Millions

1973-1984



STATE AND FEDERAL FINANCING AND ROLES

STATE ROLE IN SUPPORT OF LOCAL PUBLIC TRANSIT SYSTEMS

State statutes recognize the importance of public transportation to the growth and well being of cities and metropolitan areas. Limited taxing authority and some tax resources have been provided to local transit systems. Joint transportation planning and cooperation between local communities and the State Department of Transportation are stated goals which have been implemented in a number of instances throughout the state.

POLICIES

The State Legislature has declared that public transportation is important to the municipalities of this state. "The maintenance and operation of an adequate public transportation system is an absolute necessity and is essential to the economic, industrial and cultural growth, development and prosperity of a municipality and of the state and nation, and to protect the health and welfare of the residents of such municipalities and the public in general."^{1/} Recognition has also been given to the fact that municipal transit systems in urban areas are suffering considerable financial difficulties and have been unable to meet all expenses with only operating revenues. The municipalities of this state "have been forced to subsidize such systems to the detriment of other essential public services."^{2/}

It is Washington State Department of Transportation's policy that there should be joint planning, construction and maintenance of public highways and urban public transportation systems whenever feasible. The cities of the state and the State Department of Transportation are authorized to use gas tax funds for the proportionate share of highway and street costs when these facilities are to be jointly used with transit service. "The separate and uncoordinated development of public highways and urban public transportation systems is wasteful of this state's natural financial resources."^{3/}

To assist municipalities in meeting the costs of providing public transportation, state tax sources and locally applied taxes have been authorized. While the legislature has stated its responsibility in this area, it has also recognized that citizens within a community have an obligation to financially support public transit even though they may only indirectly benefit from the service.^{4/}

State law requires that an interdisciplinary approach be used in the design and construction of public transportation systems to assure that adverse environmental effects of these facilities are minimized or eliminated.^{5/} The State Department of Transportation is operating under an action plan that assures confirmation with this state law.

JOINT DEVELOPMENT OF URBAN TRANSPORTATION SYSTEMS

The State Department of Transportation, through the Planning, Research and Public Transportation Division, administered a comprehensive transit planning loan program which provided 100 percent one-time two-year loans up to \$50,000 each, to public transportation benefit areas and county transportation authorities.^{6/} The purpose of the loans was to finance the preparation of public transit plans prior to asking the voters to approve any taxes to subsidize the proposed transit system. No loans have been made since 1981 and this program is no longer funded.

The State DOT also administered a feasibility study loan program, providing 100 percent loans to municipalities up to \$110,000, for the purpose of allowing municipalities to conduct studies to determine the need for public transportation.^{7/} No loans have been made since 1982 and this program also is no longer funded.

The State Transportation Commission is authorized to join financially and otherwise with cities, counties, metropolitan municipal corporations and the federal government to plan and develop urban public transportation systems in conjunction with new or existing highway

facilities.^{8/} Such systems may include buses, street cars, trains, electric trolley coaches and other public transit vehicles.^{9/}

On limited access state highways, the Transportation Commission may set aside exclusive or priority lanes for transit vehicles. Deceleration, stopping and acceleration lanes must be provided as part of these projects.^{10/} In addition, the Commission and a city may agree to construct facilities for the receipt and discharge of passengers.^{11/} Municipal governments are not required to obtain franchises from the Utilities and Transportation Commission (WUTC) to operate transit vehicles on state highways within their corporate limits and three miles outside.^{12/}

The extent to which the Transportation Commission may financially participate in developing a public transportation facility is limited by what it determines to be the value added to a particular highway as a result of the facility.^{13/} The State Highway Commission in 1973 endorsed the principle of spending monies dedicated for highway purposes for highway related public transit facilities that aid in reducing traffic congestion.

ALTERNATIVE OPTIONS FOR OPERATING PUBLIC TRANSPORTATION SYSTEMS

Current state laws offer local government several alternative mechanisms for providing public transportation. These include both administrative and financing mechanisms. All of the following legal entities may contract with any private company or public entity to provide public transportation services within its area of geographical jurisdiction.

Metropolitan Municipal Corporations

Metros are separate legal entities which are governed by an extensive set of state laws outlining the establishment and performance of metro functions. The proposed metro area may be greater or less than

countywide, except in King, Snohomish and Pierce Counties, and must include at least two cities, one of which must be either a first class or optional municipal code city. There are statutory dictates regarding the composition of the metro governing council. The establishment of metro is subject to a majority voter's approval, as may be each function added as a metro responsibility.^{14/} Seattle Metro, performing the functions of public transportation and sewage disposal, is the only operating Metro thus far in existence.

County Transportation Authorities

CTAs are separate legal entities for which enabling legislation was enacted in 1974; they must be countywide. A CTA is established by resolution of the county board of commissioners and the governing body is statutorily comprised of three county commissioners and three mayors. Public transportation and ambulance service are the only functions which may be undertaken by CTA. A CTA must adopt a public transportation plan.^{15/} The Grays Harbor Transportation Authority organized in 1974 as a CTA, is presently the only CTA in the state.

Public Transportation Benefit Areas

PTBAs are separate legal entities for which enabling legislation was enacted in 1975 and may be either less than countywide, or multi-county, provided there is only one PTBA per county. A PTBA is established as a result of a public transportation conference initially convened by the county board of commissioners. The boundaries of the area are determined and adopted by the public transportation conference. The governing body is comprised of up to nine elected officials from among component city mayors and/or city council persons or commissioners, and among county commissioners for a single county PTBA; or fifteen elected officials for a multi-county PTBA as collectively agreed at the conference. Public

transportation is the only function which may be undertaken by a PTBA. A PTBA may not promulgate any local taxes without a majority voter's approval; a PTBA must adopt a public transportation plan which is subject to review and approval by the State Department of Transportation.^{16/} To date, PTBAs have been formed in Snohomish, Lewis, Pierce, Clallam, Pacific, Walla Walla, Thurston, Clark, Jefferson, Spokane, Kitsap and Whatcom Counties; a bi-county PTBA operates in Benton and Franklin Counties.

Cities and Towns

Cities and towns may operate public transportation systems within corporate limits and extend this service up to 15 miles beyond these limits, provided no certified common carrier operates in the area to which service is extended.^{17/} Five of the state's 20 public transit operators are organized under this authority; Yakima, Everett, Longview-Kelso, Pullman and Prosser.

Counties (Unincorporated Areas Only)

The county board of commissioners may operate public transportation systems only in the unincorporated areas of a county.^{18/} There are no public transportation operations functioning under this authority at the present time.

STATE FINANCIAL SUPPORT FOR PUBLIC TRANSPORTATION

There are several ways the state government provides financial assistance to public transit systems. These include a 1 percent motor vehicle excise tax, a three-tenths of 1 percent sales and use tax, household and business taxes, refund of fuel taxes and authority to use city general fund monies to support transit.

Motor Vehicle Excise Tax

Any municipality (except cities or counties for unincorporated areas when levying a transit subsidy sales and use tax) is authorized to levy a 1 percent excise tax on the fair market value of motor vehicles owned by its residents to support transit.^{19/} This tax is collected by the count sent to the state and returned to the municipality.^{20/} The amount collected is credited against the 2.2 percent auto excise tax levied for other state and local purposes.^{21/} The transit tax must be matched by locally generated tax funds budgeted in a calendar year for public transportation purposes.^{22/} If a metropolitan municipal corporation, a public transportation benefit area, or a county transportation authority levies this tax, cities within the special district may not also use the tax.^{23/} The State Department of Licensing administers the remittance of funds to municipalities levying this tax. Revenue from the tax can be used to acquire, construct, equip or operate a publicly owned transportation system.^{24/}

A municipality cannot purchase new transit equipment with these tax funds unless the vehicles meet state and federal standards for the control of pollutants emitted by internal combustion engines.^{25/} Parking facilities purchased in whole or in part with these funds must be used in conjunction with or adjacent to public transportation stations or transfer facilities.^{26/}

Special hearing procedures are required if the tax revenue is to be used for right-of-way property or for the construction of a mass transportation system on a separate right of way.^{27/} Location and design hearings are required when a proposed project has a substantial social, economic, or environmental effect on a locality. Rules and regulations relating to the conduct of these hearings are to be adopted in accordance with the

Administrative procedures Act. Full public participation is encouraged to determine the need for and the effects of a proposed project.

The requirement for location and design hearings does not apply to metropolitan municipal corporations which operate vehicles primarily within the right of way of public streets and highways.^{28/}

In calendar year 1983, the MVET monies, distributed to all transit agencies in the state, amounted to \$54.2 million.

A flow diagram of the distribution of the Motor Vehicle Excise Tax has been prepared. This flow diagram displays the formula distribution of this tax as specified in RCW 82.44.150 and includes the amount of money estimated to be distributed in FY 1984 and 1985. (See Figure 3).

Sales and Use Tax

Counties for unincorporated areas, metropolitan municipal corporations within Class AA counties (only King County carries this classification), public transportation benefit areas, county transportation authorities or cities, are authorized to levy a .1, .2, .3, .4, .5 or .6 percent sales and use tax to support public transportation.^{29/} However, the imposition of the tax must be approved by a vote of the people. Placing a proposition on the ballot is initiated by the mayor, or other chief executive, with a subsequent authorization by the legislative body of the city, county, county transportation authority, public transportation benefit area, or metropolitan municipal corporation.^{30/}

Proceeds of the tax may be used for operation, maintenance or capital needs of transportation systems. They may also be used as matching funds to obtain vehicle excise tax revenues, except by cities or counties for unincorporated areas.^{31/} Thirteen transit entities currently levy a .3 percent sales tax, and two levy a .2 percent sales tax, and one levies a .6 percent sales tax.

Household and Business Taxes

Any city, town, county for unincorporated areas, or metropolitan municipal corporation is authorized to levy an excise tax and/or a business and occupation tax for maintenance and capital needs.^{32/} Imposition of a sales tax for public transportation supersedes any excise tax by a municipality in support of a transit system.^{33/}

The excise tax permitted is commonly called the household tax. It may also be a business tax. The tax may be levied on all persons within a municipality who are served and billed for any public utility services owned and operated by that municipality. The tax may be fixed at any amount up to a dollar per month per utility connection.^{34/} As of the end of 1983, the Lewis PTBA levied a household tax of \$1.00.

The business and occupation tax authorized by state law has as its basis the act or privilege of engaging in business activities within the municipality. There is no limit on the amount of the tax, and it is applied against the values of products, gross proceeds of sales, or income of business within the municipality.^{35/} The utility tax is a form of the business and occupation tax and is applied to bills for utility services. This tax is used by the Pullman and Longview city transit systems.

These taxes may be levied by a county transportation authority or a public transportation benefit area only with a majority popular vote in a general election.^{36/}

Other Financial Assistance

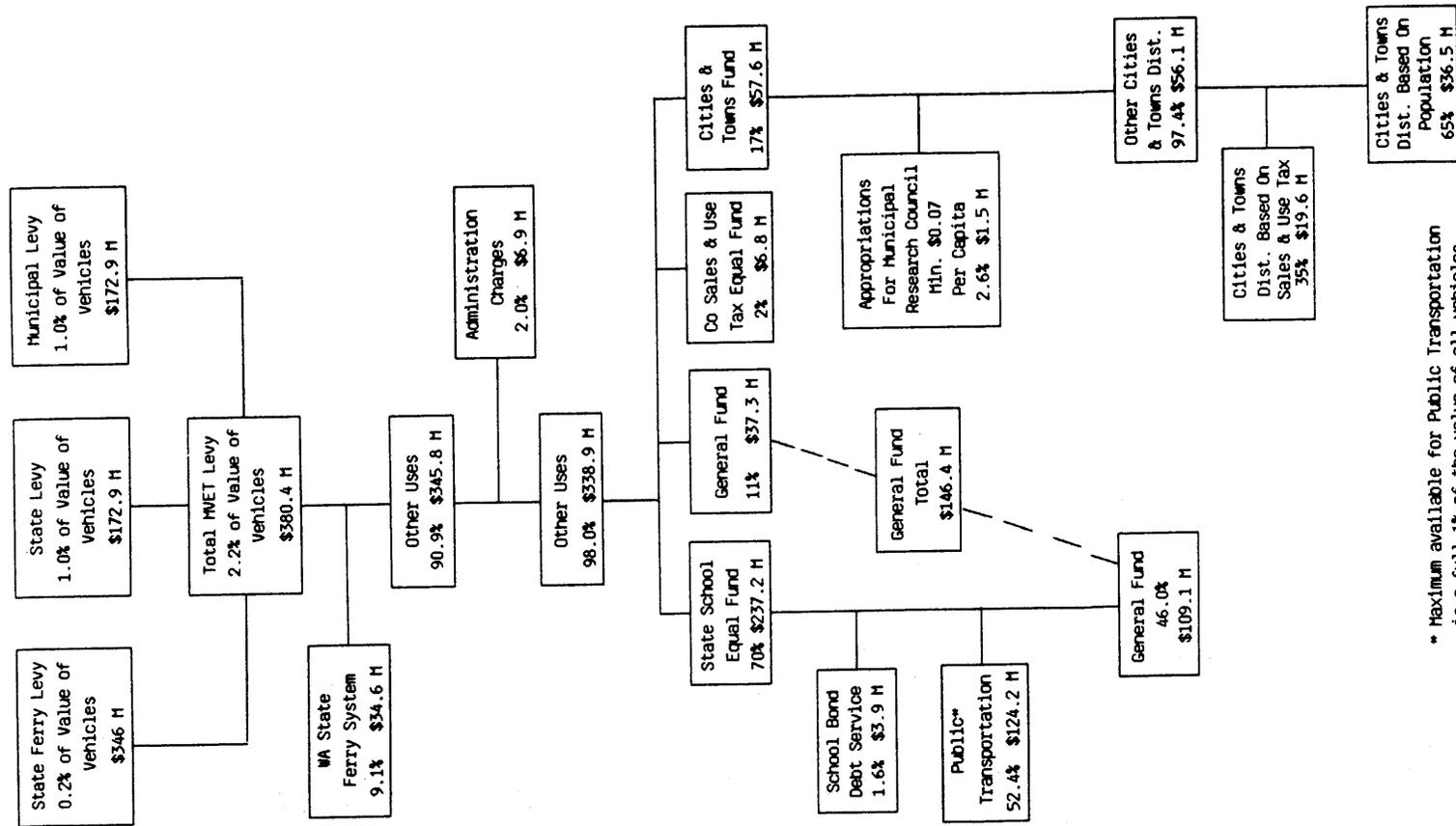
Cities have authority to appropriate monies from their general funds to support the operations of public transportation systems.^{37/}

Exemption from fuel taxes is permitted for all public and private urban passenger transportation systems which operate motor vehicles or trackless

Figure 3

Washington State MVET
Distribution Flow Chart

Estimated Revenue Generated For The
1983-1985 Biennium



* Maximum available for Public Transportation is a full 1% of the value of all vehicles, less the administration charges of 2%. Maximum available for the 1983-85 biennium is \$169.5 M.

trolleys having seating capacities of 15 persons or more. These systems may not operate more than 25 miles beyond the county limits from which trips originate for the exemption for diesel fuel^{38/} and not more than 15 miles beyond the city limits for gasoline fuel.^{39/} The alternatives for state and local public transportation funding for the various transit operating authorities are shown in Table 3.

- | | |
|----------------------------------|--------------------|
| 1/ RCW 35.95.010 | 21/ RCW 35.58.273 |
| 2/ Ibid. | 22/ RCW 82.44.150 |
| 3/ RCW 47.04.082 | 23/ RCW 35.58.272 |
| 4/ RCW 35.95.010 | 24/ RCW 35.58.279 |
| 5/ RCW 43.210.030 | 25/ RCW 35.58.2711 |
| 6/ RCW 36.57A.150 | 26/ RCW 35.58.2792 |
| 7/ RCW 35.58.2712 | 27/ RCW 35.58.273 |
| 8/ RCW 47.04.081; RCW 47.28.140 | 28/ Ibid. |
| 9/ RCW 47.04.082 | 29/ RCW 82.14.045 |
| 10/ RCW 47.52.090 | 30/ RCW 35.58.273 |
| 11/ Ibid. | 31/ Ibid. |
| 12/ RCW 81.68.010 | 32/ RCW 35.95.040 |
| 13/ RCW 47.08.070; RCW 47.28.140 | 33/ RCW 82.14.045 |
| 14/ RCW 35.58 | 34/ RCW 35.95.040 |
| 15/ RCW 36.57 | 35/ Ibid. |
| 16/ RCW 36.57A | 36/ Ibid. |
| 17/ RCW 35.84.060 | 37/ RCW 35.95.010 |
| 18/ RCW 36.57.020; RCW 36.57.110 | 38/ RCW 82.38.080 |
| 19/ RCW 35.58.273 | 39/ RCW 82.36.275 |
| 20/ RCW 35.58.276 | |

FEDERAL FUNDING SOURCES

The federal government developed an interest in financially supporting urban mass transportation when it became apparent that continuation of urban transportation services was threatened in many large metropolitan areas. Beginning in the 1940s, proliferation of the automobile and resultant changes in transportation patterns started a spiral of declining transit ridership, rising fares, increased costs and deferred maintenance and a general deterioration of service. This was particularly disadvantageous to those persons

dependent on transit, i.e., the young, the old, the handicapped, and others with no ready access to automobiles. As these problems became more acute, and as cities became more aware of problems such as air and noise pollution and urban sprawl, interest grew in mass transportation as one means of favorably affecting these problems.

The federal government entered the transit business in an effort to make urban transit competitive with urban highways, which have received federal support since 1944, and to assist financially pressed transit operators. The first federal involvement was in 1961 when Congress approved a program of assistance to state and local public agencies including a \$25 million pilot program of mass transit demonstration and technical assistance, and a \$50 million borrowing authority to help local transit programs.

This initial program proved inadequate and in 1964 the Urban Mass Transportation Act was passed, providing for federal matching grants (2/3 federal, 1/3 local) to assist in the preservation, improvement and expansion of transit systems in the nation’s urban centers. Technical assistance was also provided, and strict requirements for local planning were established. Subsequent amendments to the 1964 Act have greatly expanded the scope of the original program.

Following is a summary of significant amendments to the UMTA Act as well as important federal-aid highway legislation affecting transit.

- 1966 Technical study funds added. Established research program to improve convenience, speed, safety and cleanliness of urban mass transportation.
- 1969 Authorized a training program for transportation manager. Committed \$1.65 billion over six years.
- 1970 UMTA authorizations increased to \$3.1 billion. Urban Mass Transportation Administration created. Long-term federal funding assured.
- 1973 Federal-Aid Highway Act allowed use of urban system funds (up to \$800 million from the Highway Trust Fund) for transit projects, and substitution of transit capital projects for urban interstate highways. UMTA contract

Table 3
Alternatives For State And Local
Public Transportation Funding In Washington State

Transit Operating Authority	Voters Approval Before Conduct of Business	Local Funding Sources Available		State Funding
		Household And B & O	Or Sales Tax	Motor Vehicle Excise Tax (up to 1%)
METRO	YES	YES	.1%, .2%, .3% .4%, .5%, or .6% (AA county only)	YES
County-wide authority (CTA)	NO	*YES	.1%, .2%, .3% .4%, .5%, or .6%	YES
Public Transportation Benefit Area (PTBA)	NO	*YES	.1%, .2%, .3% .4%, .5%, or .6%	YES After WSDOT Approves Plan
Cities	NO	YES	.1%, .2%, .3% .4%, .5%, or .6%	YES for Household And B & O Tax NO Match for Sales Tax
Counties (Unincorporated)	NO	YES	.1%, .2%, .3% .4%, .5%, or .6%	YES for Household and B & O Tax NO Match for Sales Tax

*Requires Voter Approval

authority raised to \$6.1 billion, federal share of transit projects raised to 80 percent.

1974 National Mass Transportation Assistance Act increased total grant authority to \$11.8 billion, including \$3.975 to be used by urbanized areas for either capital or operating costs. Non urbanized areas authorized \$500 million for planning, demonstration and capital activities.

1978 Through the Surface Transportation Assistance Act of 1978, the total grant authority was increased to \$14.495 billion. Modified Section 5 funding apportionment. Consolidated planning requirements in Section 8. Added Section 18 for small rural transportation program. Added Sections 21 and 22, yet both of these are not funded. Deleted \$500 million of the Section 3 previous allocation to non urbanized areas.

While UMTA funding is by far the most significant in terms of total funds available, other federal departments provide funding for specific transportation services. These are listed below along with a recap of major sections of the UMTA and FHWA acts. See Appendix B for a listing of all UMTA grants awarded for public transportation in Washington.

DEPARTMENT OF TRANSPORTATION - UMTA ACT OF 1964

Section 3. Capital grants for fixed-guideway construction or extension, mass transportation facilities and related equipment; this included physical investments for intermodal transfer facilities and transit malls. The total authorization amounts to \$3.45 billion for the 1984-86 time period, with a subtotal of \$1.2 billion appropriated for the fiscal year 1984 alone.

Section 6. Research, development and demonstration projects, at both federal and local levels, that will reduce urban transportation needs or improve service.

Section 8. Grants for technical studies relating to planning, engineering, design and evaluation of urban mass transportation projects. May include studies relating to management, operations, capital requirements and economic feasibility; preparation of engineering and architectural surveys, plans, and specifications; evaluation of previously funded projects.

Section 9. Block grants for capital and/or operating assistance funds, allocated on a formula basis. The allocation formula is based on population and population density for each medium-sized urbanized area (population 50,000 to 200,000). A more complicated formula using fixed guideway route miles, fixed guideway revenue vehicle miles, fixed guideway vehicle passenger miles, bus revenue miles, population and population densities is used for the large urbanized areas (population over 200,000). The total authorization amounts to \$8.494 billion over the period 1984-86, with a subtotal of \$2.32 billion appropriated for the fiscal year 1984 alone.

Section 10. Grants to states and local public agencies to provide fellowships for training of personnel employed in managerial, technical and professional positions in the public transportation field.

Section 11. Grants to educational institutions to carry out research in urban transportation problems and to establish or operate transportation (research) centers within higher learning institutions.

Section 16. Grants and loans to (1) public entities to provide mass transit services which meet the special needs of elderly and handicapped persons, administered as Section 3, and (2) private nonprofit organizations to assist in providing transit services for elderly and handicapped persons where current services are unavailable or insufficient.

Section 17. Operating assistance grants to ConRail, AMTRAK, other railroads, states and local agencies for costs of commuter rail passenger operations conducted at a loss during specified periods. Funding limited to \$125 million.

Section 18. Capital and/or operating assistance for public transportation projects in non urbanized areas. Emphasis put on coordinating eligible projects with other public transportation services in those same areas, including Indian reservations. The funding amounts to \$68.5 million for the fiscal year 1984 alone, with a grand total of \$256 million appropriated over the entire period 1984-86. There is up to 15 percent allowance for administration costs and technical assistance to the program recipients.

DEPARTMENT OF TRANSPORTATION - FEDERAL-AID HIGHWAY LAWS (Title 23)

Section 103 - Provides for substitution, at request of state and local governments, of non highway public mass transportation project, for a previously approved portion of the interstate system. Federal government will pay 80 percent of transit project costs, up to the cost of the deleted interstate segment.

Section 137 - Allows construction of publicly owned parking facilities within the right-of-way of the Federal-Aid urban system. Facility must be designed as part of an existing or planned public transportation facility.

Section 142 - Provides for substitution of an approved mass transportation capital project for an urban highway project using Federal-Aid Urban System funds. Apportionments are made to states on a formula based on population. Funds may be used for fixed rail facilities or rolling stock for any transit mode. Federal matching is 70 percent.

Section 146 - Provides grants for carpools and vanpools.

DEPARTMENT OF HEALTH AND HUMAN SERVICES

Older American Act (Title III) - Federal state formula grant program with regulations stipulating that area plans include plans for transportation whenever. Title III funds are used to establish needed services.

Public Health Service Act (Title III) - Section 314(d), Comprehensive Public Health services, authorizes formula grants to states with programs including special provisions for high risk groups, including the elderly. Transportation costs are allowed if written into the state plan and may be used with other programs, including pooling. Section 314(e) provides assistance for communities to help them meet public health service needs, including transportation. Assistance is limited to 15 percent of total funds.

Public Health Services Act (Title XII) - Assistance is provided for emergency, medical services; transportation is one of 15 essential services.

Social Security Act (Titles I, IVA, X, XIV, XVI) - Provides matching funds for transportation programs to non-profit state and local organizations serving low-income populations.

Social Security Act (Title VI) - Provides transportation services to the aged, blind or disabled individuals who are applicants or recipients of supplemental security income benefits.

Social Security Act (Title XIX) - Medicaid. Regulations stipulate that a state plan must specify that there will be provision for assuring necessary transportation of recipients to and from providers of medical services and describe the methods that will be used in providing such transportation.

Social Security Act (Title XX) - Individual and Family Services. A federal state grant program which provides funds for provisions of transportation services to individuals who meet income criteria established by each state.

Rehabilitation Act of 1973 - Provides medical therapy, skills training and transportation for beneficiaries.

Mental Retardation Facilities and Community Mental Health Centers Act of 1963 (Title II) - Provides for transportation to mental health services.

Emergency Medical Health Service Act of 1973 (Titles II and XII) - Provides project grants or contracts with eligible entities for the establishment and initial operation of emergency medical services systems including transportation.

Community Services Act of 1974 (Title II) - Sections 212 and 221 - Community Actions Programs. Provides transportation monies to supplement other federal programs. Section 222(a)7 - Senior Opportunities and Services. Authorizes projects designed to meet the needs, including transportation, of poor persons 61 years of age or older.

Community Services Block Grant (Title VI) - Provides assistance through state to community action programs to assure effective delivery of services for low income individuals.

FARMERS HOME ADMINISTRATION

Consolidated Farm and Rural Development Act of 1973 (Title III - Section 306) authorizes loans for essential community facilities, including transportation, in rural areas.

DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

Housing and Community Development Act of 1974 (Title I) - Transportation and escort services are included as possible means of meeting overall program objective of development of viable urban communities through urban development section and community development block grants.

DEPARTMENT OF TREASURY

State and Local Fiscal Assistance Act of 1972 - Provides revenue sharing for any use, including capital, maintenance and operating expenditures for public transportation.

ACTION

Domestic Volunteer Service Act of 1972 (Title II)

Section 201 - Retired Senior Volunteer Program. Provides for reimbursement of senior volunteers providing transportation services.

Section 211 - Senior Companion Programs. Provides transportation services to children and the elderly utilizing the paid service of retired, low-income people ages 60 and above.

ECONOMIC DEVELOPMENT ADMINISTRATION

Public Works and Economic Development Act of 1965 -

Provides grants for public works and economic development facilities and for constructing public works impact projects in areas of low development.

DEPARTMENT OF LABOR

Job Training Partnership Act of 1982 -

Work Incentive Program and Block Grant Program provides funds for individuals for employment and training.

GENERAL SERVICES ADMINISTRATION

Federal Property and Administrative Services Act of 1949 -

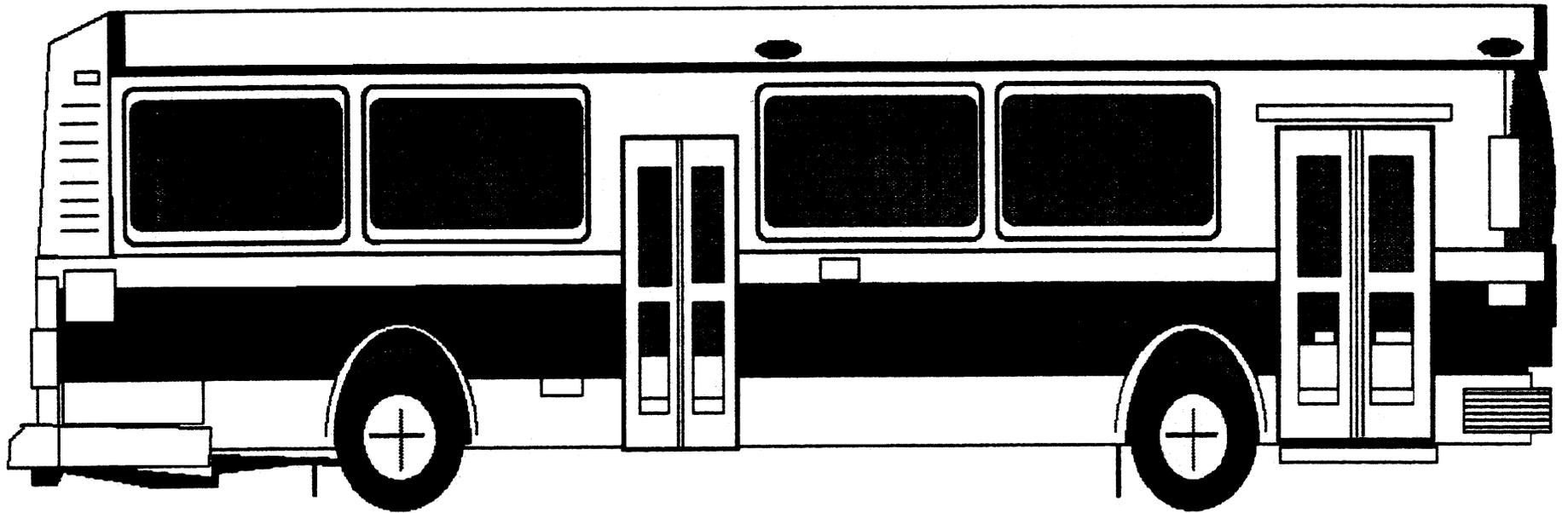
Disposes of federal surplus real property and goods by sale, exchange or donation.

A summary of all of these federal funding programs referencing their Statutory Authority, Title, and Section is shown in Table 4.

Table 4
SUMMARY OF FEDERAL FUNDING SOURCES

FEDERAL AGENCY	STATUTORY AUTHORIZATION	PROGRAM	DESCRIPTION	
Department of Transportation	Urban Mass Transportation Act of 1964, as amended	Section 3	Capital Grants	
		Section 6	Research, Development and Demonstration Program Funds	
		Section 8	Technical Studies Grants	
		Section 9	Capital and Operating Assistance Formula Grants	
		Section 10	Managerial Training Grants	
		Section 11	Urban Transportation Research and Training Grants	
		Section 16(b) (1)	Mass Transportation for Elderly and Handicapped	
		Section 16(b) (2)	Transportation Needs of Elderly and Handicapped	
		Section 16(c)	Technical Studies Assistance	
		Section 17	Emergency Operating Assistance	
		Section 18	Capital and Operating Assistance in Nonurbanized Areas	
		Federal Highway Laws	Title 23, Section 103	Substitution of Transit Projects on Interstate Systems
			Title 23, Section 137	Construction of Transit Parking Facilities
Title 23, Section 142	Substitution of Transit Projects on Urban Systems			
Department of Health and Human Services	Older Americans Act	Title III, Section 309	Transportation Projects	
	Public Health Service Act	Title III, Section 314(d)	Comprehensive Public Health Services	
		Title III, Section 314(e)	Health Services Development	
	Social Security Act	Title XII	Emergency Medical Services	
		Title VI	Service Program for Aged, Blind, and Disabled	
		Title XIX	Medicaid	
		Title XX	Individual and Family Services	
	Rehabilitation Act of 1973	Title I, IVA, X, XIV, XVI	Low Income Services	
	Mental Retardation Facilities & Community Mental Health Centers Act of 1963	Title II	Transportation to Medical Therapy	
	Community Service Act of 1964	Title II, Sections 212, 221	Mental Health Services Transportation	
Community Services Block Grant Act	Title VI	Community Action Program		
Farmers Home Administration	Agricultural Act of 1973	Title III, Section 360(a)	Community Action Programs	
Department of Housing and Urban Development	Housing & Community Development Act of 1974		Essential Community Facilities	
			Community Development Block Grant	
Veterans Administration	Veteran Health Care & Expansion Act of 1973	Title I, Section 101(b)	Expanded Medical Care	
ACTION	Domestic Volunteer Service Act of 1973	Title II	Retired Senior Volunteer Program	
			Senior Companion Program	
Economic Development Admin.	Public Works & Econ. Dev. Act of 1965		Public Works & Economic Development Facilities	
Department of Labor	Job Training Partnership Act of 1982		Work Incentive Program and Block Grant Program	
General Services Admin.	Fed. Prop. & Admin. Serv. Act of 1949		Disposal of Federal Surplus Property.	

Local Transit Statewide



LOCAL TRANSIT

Local transit in Washington State has changed over the years from the private sector to the public sector. The last year local transit operations were provided by any private company without public subsidy in Washington State was 1973. As more areawide transit systems appear, they either are absorbing the smaller intercity transportation companies or are contracting for the companies' management/operational services. Examples of interaction with the private sector are in C-TRAN, METRO and Kitsap Transit. In addition, there is increased awareness of student transportation considerations for both university and local school levels.

Since 1974, 16 new systems have been established and have begun operations. This number includes six public transportation benefit areas which absorbed city transit systems serving Spokane, Tacoma, Vancouver, the Olympia area, Bremerton and Bellingham. Presently, the authority for the 20 local transit systems operating in Washington State is composed of the following:

- 1 Metropolitan municipal corporation;
- 13 Public transportation benefit areas (PTBA);
- 5 City systems;
- 1 County transportation authority;

One additional PTBA exists in the state, Island County. Voter approval for levying the 0.3 percent sales tax has been obtained by the Island County PTBA, however, they have not levied the tax nor started any form of public transportation service. Map 1 shows the locations and type of transit systems in Washington State.

The results of local transit district elections in the state for the period 1976 to 1984 are shown in Table 5.

Details about individual systems appear further in this section. Collectively, local transit systems are showing several trends since 1979. Among these are: fewer city systems; an increasing share of total expenditures going to operating expenses; an increasing share of total revenue

coming from system operations (fare box and other sources); and a plateauing of ridership. The following table and figures depict these trends. (See Table 6 and Figures 4 and 5).

Selected statewide transit statistics are shown for a five year period, 1979-1983 in Table 6. Transit ridership showing the statewide totals, Seattle Metro, and all of the remaining systems combined for the period 1975-1983 is shown in Figure 4. Also shown in this figure are the systems which began operations between 1975 and 1983. Transit revenue sources for all transit systems combined are shown for the period 1975 to 1983 in Figure 5. The revenue sources included in this figure are MVET, local taxes, fares, other and federal.

From a statewide perspective, the Washington State Department of Transportation and the Washington State Transit Association have been working to improve and to expand transit service.

The Washington State Department of Transportation functions in three basic capacities.

It has made loans for public transportation feasibility studies and for the development of comprehensive transit plans for PTBA's. The authority for these state loan programs expired at the end of FY 1983 and has not been extended. During the life of these programs \$463,000 has been provided for feasibility studies and \$154,000 has been paid back. For transit comprehensive plan development, \$555,000 has been provided and \$363,000 has been paid back.

The Department provides technical assistance to transit planning agencies and transit operators both directly and indirectly. Direct assistance is provided through training courses, the annual public transportation conference, federal planning grants and on-site assistance. Indirect assistance is provided by statewide and subject studies conducted by the Department.

Table 5
Transit District Election Results
In Washington State

Entity	Election Date	Ballot Proposition	Results	
			% Yes	% No
Snohomish Co. PTBA	Jun 1, 1976	0.3% Sales & Use Tax	79.1	20.9
Lewis County PTBA	Nov 2, 1976	\$1/mo. Household Tax	58.3	41.7
Snohomish Co. PTBA	Sep 20, 1976	Annex Monroe Area	65.0	35.0
Snohomish Co. PTBA	Sep 20, 1976	Annex Lake Stevens Area	65.0	35.0
Benton Co. PTBA	Apr 4, 1978	0.3% Sales & Use Tax	26.3	73.7
Kitsap County PTBA	May 16, 1978	0.3% Sales & Use Tax	40.6	59.4
Lewis County PTBA	Sep 18, 1979	0.3% Sales & Use Tax	43.9	56.1
Pierce County PTBA	Nov 6, 1979	0.3% Sales & Use Tax	60.6	39.4
Pacific County PTBA	Nov 6, 1979	0.3% Sales & Use Tax	60.7	39.3
Clallam County PTBA	Nov 6, 1979	0.3% Sales & Use Tax	57.7	42.3
Skagit County PTBA	Nov 6, 1979	0.3% Sales & Use Tax	49.9	50.1
Snohomish Co. PTBA	Nov 6, 1979	Annex Stanwood Area	50.4	49.6
Snohomish Co. PTBA	Nov 6, 1979	Annex Sultan Area	56.0	44.0
Snohomish Co. PTBA	Nov 6, 1979	Annex Granite Falls Area	67.7	32.3
Snohomish Co. PTBA	Nov 6, 1979	Annex Mukilteo Area	63.1	36.9
Snohomish Co. PTBA	Nov 6, 1979	Annex Bothell Area	67.4	32.6
Walla Walla Co. PTBA	Mar 18, 1980	0.3% Sales & Use Tax	66.0	34.0
Snohomish Co. PTBA	May 20, 1980	Annex Arlington Area	94.3	5.6
Seattle METRO	Sep 16, 1980	0.6% Sales & Use Tax	47.2	52.8
Skagit County PTBA	Sep 16, 1980	0.3% Sales & Use Tax	39.1	60.9
Thurston County	Sep 16, 1980	0.3% Sales & Use Tax	64.8	35.2
Lewis County PTBA	Nov 4, 1980	0.3% Sales & Use Tax	38.4	61.6
Lewis County PTBA	Nov 4, 1980	Annex County	27.1	72.9
Clark County PTBA	Nov 4, 1980	0.3% Sales & Use Tax	55.3	44.7
Skagit County PTBA	Nov 4, 1980	Dissolution	51.8	48.2
Island County PTBA	Nov 4, 1980	0.3% Sales & Use Tax	36.0	64.0
Jefferson Co. PTBA	Nov 4, 1980	0.3% Sales & Use Tax	53.2	46.8
Seattle METRO	Nov 4, 1980	0.6% Sales & Use Tax	50.7	49.3
Pierce County PTBA	Nov 4, 1980	Annex Buckley, South Hill, Key Pen., Univ. Place, Dupont, Gig Harbor	57.1	42.9

**Table 5 (cont.)
Transit District Election Results**

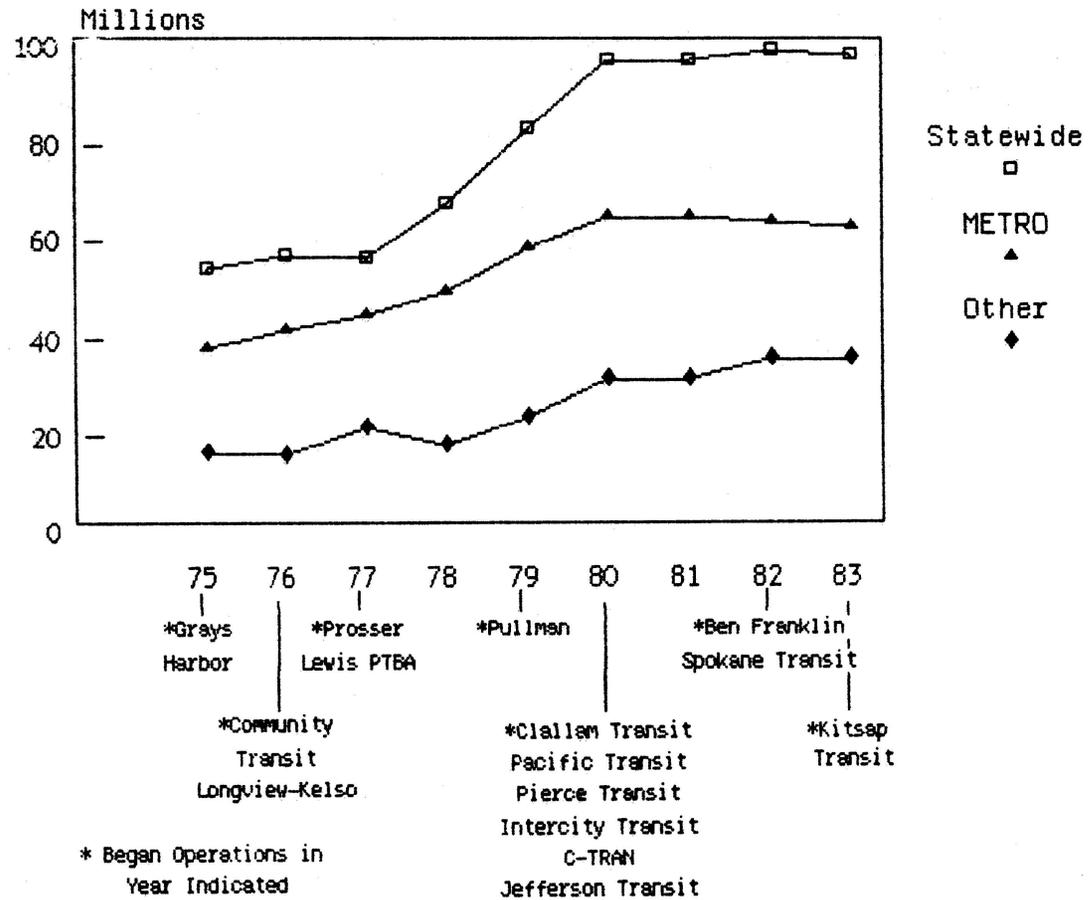
Entity	Election Date	Ballot Proposition	Results	
			% Yes	% No
Spokane Co. PTBA	May 10, 1981	0.3% Sales & Use Tax	71.2	28.8
Benton - Franklin Co. PTBA	May 19, 1981	0.3% Sales & Use Tax	65.8	34.2
Snohomish Co. PTBA	May 19, 1981	Annex Index Area	96.2	3.8
Snohomish Co. PTBA	May 19, 1981	Annex Gold Bar Area	91.7	8.3
Snohomish Co. PTBA	May 19, 1981	Annex Wallace Area	92.9	7.1
Snohomish Co. PTBA	Sep 15, 1981	Annex eastern Marysville	76.7	23.3
Island Co. PTBA	Sep 27, 1982	0.3% Sales & Use Tax	48.8	51.2
Kitsap Co. PTBA	Sep 27, 1982	0.3% Sales & Use Tax	55.6	44.4
Snohomish Co. PTBA	Nov 2, 1982	Annex Cedar Home Area	40.5	59.5
Snohomish Co. PTBA	Nov 2, 1982	Annex Warm Beach-Lake Goodwin	42.6	57.4
Snohomish Co. PTBA	Nov 2, 1982	Annex Darrington	43.2	56.8
Snohomish Co. PTBA	Nov 2, 1982	Annex Getchell Area	35.1	64.9
Snohomish Co. PTBA	Nov 2, 1982	Annex Maltby-Clearview	30.5	69.5
Snohomish Co. PTBA	Nov 2, 1982	Annex Hartford-Machias	48.6	51.4
Snohomish Co. PTBA	Apr 1, 1983	Annex Darrington Area	80.6	19.4
Clallam Co. PTBA	Nov 8, 1983	Annex West End	50.5	49.5
Island Co. PTBA	Nov 8, 1983	0.3% Sales & Use Tax	56.5	43.5
Whatcom Co. PTBA	Nov 8, 1983	0.3% Sales & Use Tax	72.6	27.4

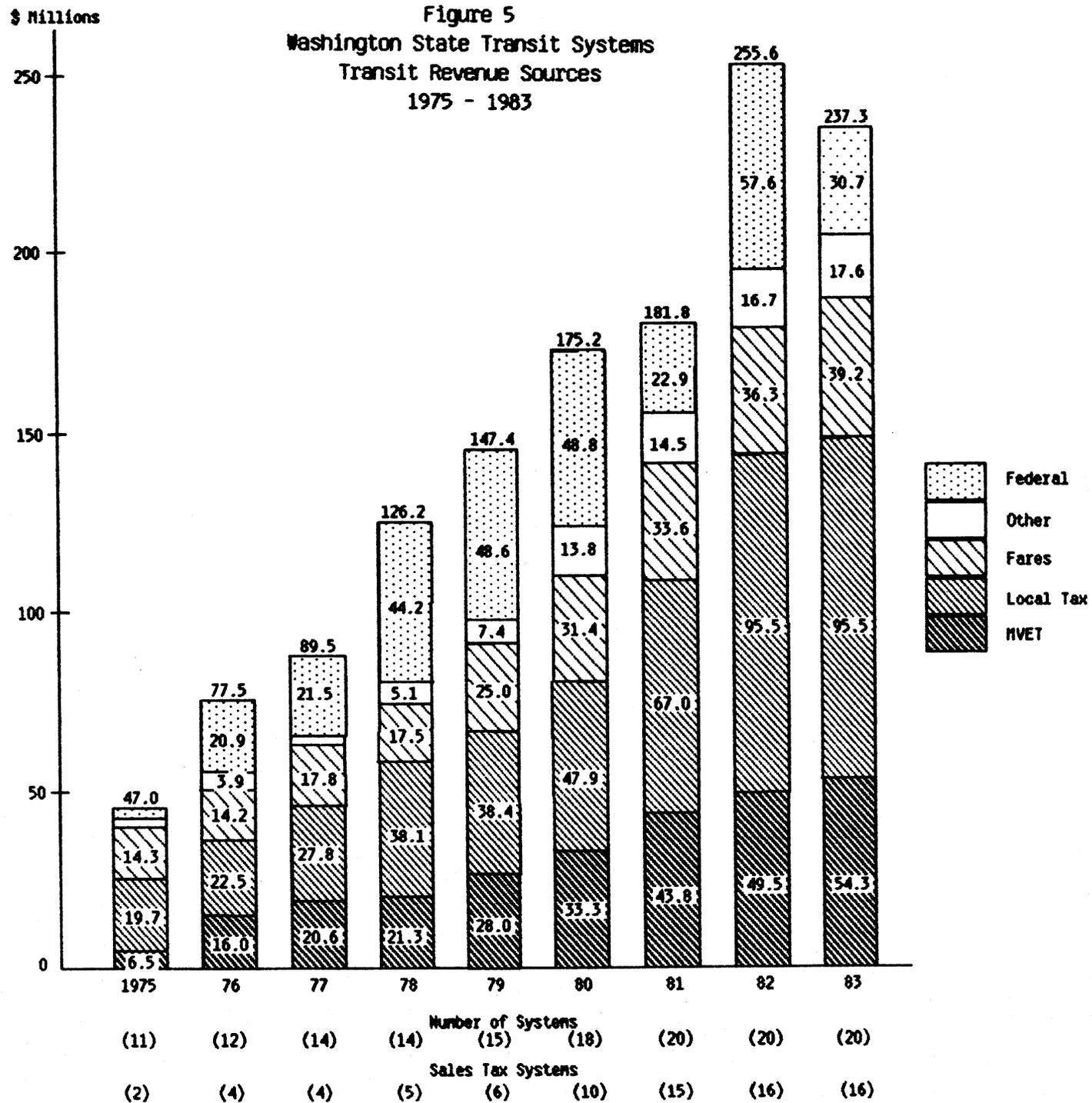
Table 6
General Statistics
Washington State Transit Systems
1979 - 1983

Operations	1979	1980	1981	1982	1983
Population base	2,783,000	2,537,000	3,113,000	3,200,000	3,215,000
Passengers carried	82,637,000	96,950,000	97,767,000	99,285,000	98,136,000
Number of vehicles	1,483	1,625	1,648	1,895	1,913
Miles of route	4,282	5,184	6,603	7,124	7,200
Veh miles travelled	39,797,000	46,177,000	52,539,000	56,874,000	58,057,000
Veh hours provided	2,929,000	2,773,000	3,704,000	3,983,000	3,951,000
Revenues					
Farebox	\$ 24,171,000	\$ 30,857,000	\$ 33,030,000	\$ 35,687,000	\$ 34,386,000
Local Tax	38,921,000	47,905,000	67,041,000	95,524,000	110,372,000
Motor veh excise tax	28,209,000	33,344,000	43,744,000	49,491,000	54,239,000
Federal funds	48,395,000	48,752,000	22,861,000	57,578,000	45,996,000
Other funds	7,691,000	13,875,000	14,521,000	16,686,000	14,104,000
Revenue Total	\$147,387,000	\$174,733,000	\$181,227,000	\$254,966,000	\$259,097,000
Expenditures					
Capital	\$ 56,293,000	\$ 48,625,000	\$ 25,285,000	\$ 57,896,000	\$ 52,758,000
Operations	91,379,000	122,244,000	149,391,000	169,705,000	170,000,000
Expenditure Total	\$147,672,000	\$178,869,000	\$174,676,000	\$227,601,000	\$222,758,000
Transit Performance					
Passenger/Capita	29.7	38.2	31.1	31.0	30.5
Passenger/Veh hour	28.2	34.9	26.1	24.9	24.8
Op Exp/Veh mile	\$ 2.30	\$ 2.65	\$ 2.84	\$ 2.98	\$ 2.93
Op Exp/Veh hour	\$ 31.20	\$ 44.08	\$ 40.33	\$ 42.61	\$ 43.03
Op Exp/Passenger	\$ 1.11	\$ 1.26	\$ 1.54	\$ 1.71	\$ 1.73
Farebox take/Pass	\$ 0.29	\$ 0.32	\$ 0.34	\$ 0.36	\$ 0.35
Farebox take/Op exp %	26.5	25.2	22.1	21.0	20.2
Number of Systems	15	18	21	20	20

Figure 4

Washington State Transit Ridership





The Department administers federal grants for public transportation in the small and medium urban areas and with rural areas. These grants have been available for capital purchases and operating expenses.

The Washington State Transit Association is a non-profit organization presently comprised of all 20 publically operated transit systems within the state of Washington. The purpose and objectives of the Association are:

a. To provide means whereby, officials and others interested in public transportation may mutually exchange information and ideas and solve mutual problems in the operation and management of public transportation systems.

b. To promote more efficient and economical operation of transit systems.

c. To maintain an official headquarters and information center for the collection and dissemination of knowledge and data relating to public transportation. The Association maintains an office at P.O. Box 659, Olympia, WA 98507, telephone (206) 753-8307.

d. To attempt to secure the enactment of beneficial legislation for municipalities and public transportation systems, and to try to prevent the passage of such measures as may be detrimental to their interests.

e. To render assistance and service in any way possible in matters of common interest to its members.

f. To promote education in public transportation and the welfare of the public.

g. To do any and all other things necessary or proper for the benefit of public transportation.

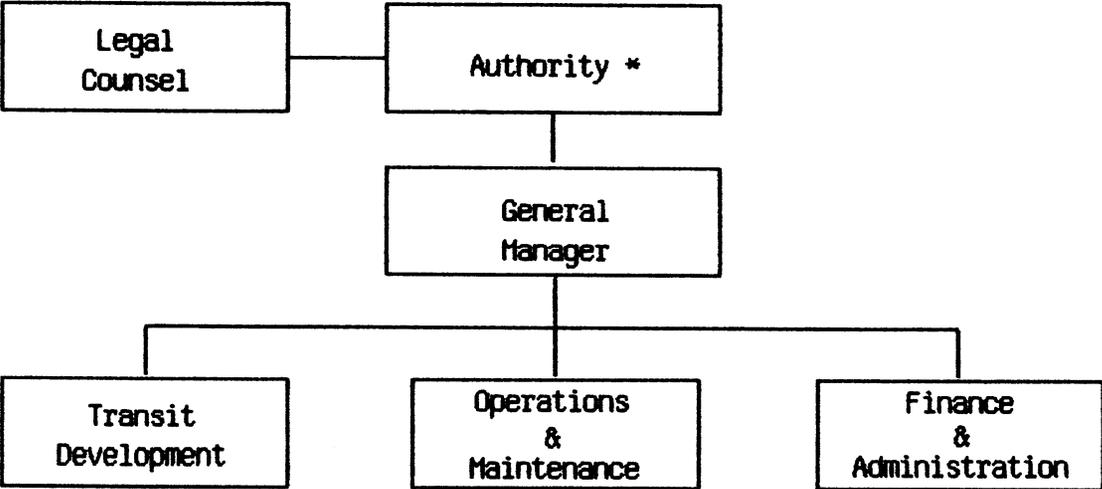
Membership is available to any public entity legally authorized to contract for or provide public transportation services within its geographical area of jurisdiction. Associate membership is available to any firm, corporation, commercial or civil club or other organization having an interest in public transportation.

Membership is available to any public entity legally authorized to contract for or provide public transportation services within its geographical area of jurisdiction. Associate membership is available to any firm, corporation, commercial or civil club or other organization having an interest in public transportation.

The remainder of this chapter is devoted to information about each of the 20 publicly operated transit systems in the state. The following data are shown for each system:

1. Organizational charts
2. Service area maps
3. Narrative about system
4. Statistical chart for five year period
5. Growth and performance charts.

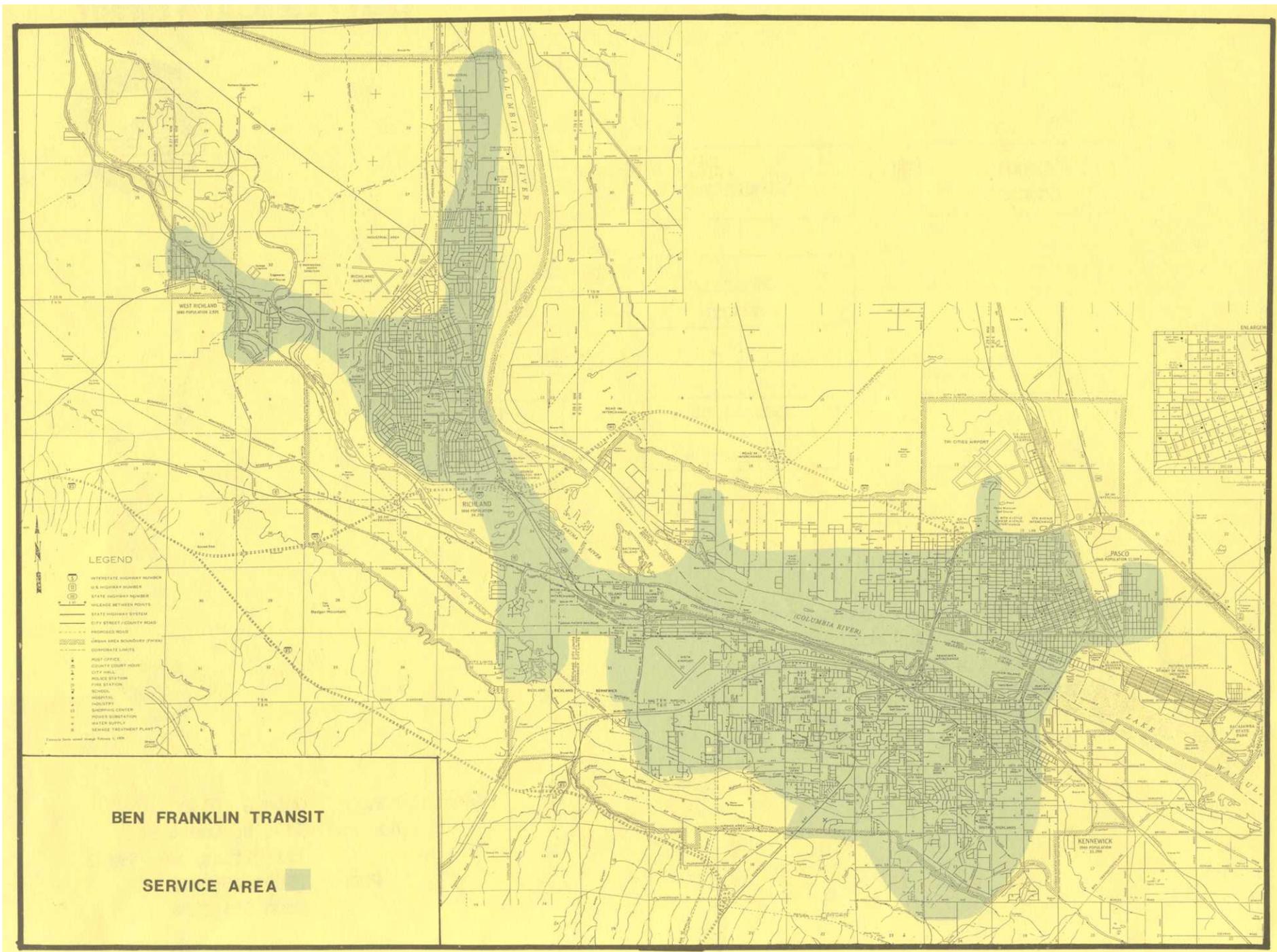
Ben Franklin Transit



*** 7 Members**

- 2 Franklin County Commissioners
- 1 Benton County Commissioner
- 1 Kennewick City Council Member
- 1 Pasco City Council Member
- 1 Richland City Councilman
- 1 West Richland City Council Member

General Manager: John G. Olson
Address: 3330 W. Court St.
Tri-Cities, WA 99302
Phone: (509)545-5048
Scan 526-2036



BEN-FRANKLIN TRANSIT

HISTORICAL BACKGROUND

Public transportation in the Tri-Cities area of Richland, Pasco and Kennewick dates back to World War II when over 100,000 people lived in the area. The Atomic Energy Commission provided transit service for employees in the Hanford area. Some of this special bus service has been carried into the present. The Department of Energy provides selective service for employees to the Hanford area. A small private bus system operated from the mid-Seventies until the PTBA took over.

In December, 1976 Benton County elected officials formed a countywide public transportation benefit area. In April, 1978 the benefit area suffered a defeat of a .3 percent sales tax proposition to subsidize public transportation. After an advisory ballot supporting public transportation in Franklin County received popular support in March 1981, Benton County elected officials joined Pasco city council members and Franklin County commissioners in forming a public transportation benefit area to become the first bi-county special transit district in the state. In May 1981, the voters of the benefit area, primarily in the Tri-Cities area, Pasco, Kennewick, Richland and West Richland, approved a .3 percent sales tax proposition. Transit service was started in May of 1982.

SERVICE

Ben-Franklin Transit operates 43 buses over 15 bus routes totaling 325 miles in the PTBA area. Express service is provided with some over-the-road coaches to Hanford, Boise Cascade and the Columbia Basin College. Dial-a-ride service is provided in the area for the elderly and disabled who are unable to use the regular fixed-route bus service. Ben-Franklin Transit also provides a vanpool/carpool service for the residents of the PTBA.

ADMINISTRATION, PERSONNEL AND EQUIPMENT

The seven member board consists of two Franklin County commissioners, one Benton County commissioner, and one council member each from Kennewick, Richland, Pasco and West Richland. The general manager and his staff are responsible for administration, planning, marketing, operations and maintenance of the transit system. In addition to the general manager there is an administrative staff of 12. Presently there are 90 drivers and the maintenance is contracted for with a private company. This company presently employs 12 people to provide the maintenance and service functions for the transit fleet. The present fleet is made up of eight 40 foot GMCs, thirty-one 35 foot GMCs and four 40 foot GMC MC7 over-the-road buses. The system also uses a van for fixed route service and nine dial-a-ride vehicles for service to the elderly and handicapped. All administrative, operational, and maintenance office space is leased from private owners.

FINANCES

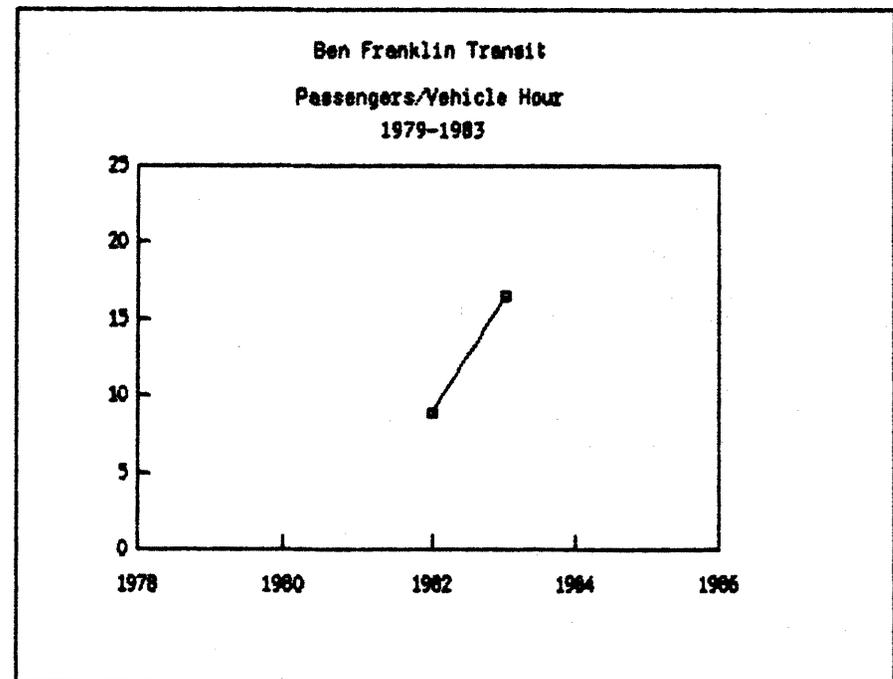
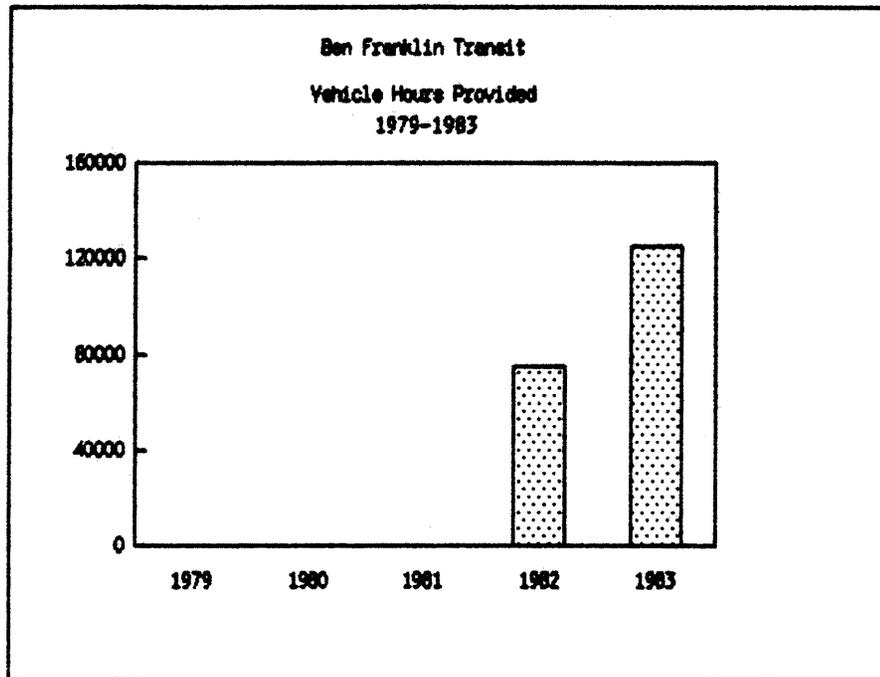
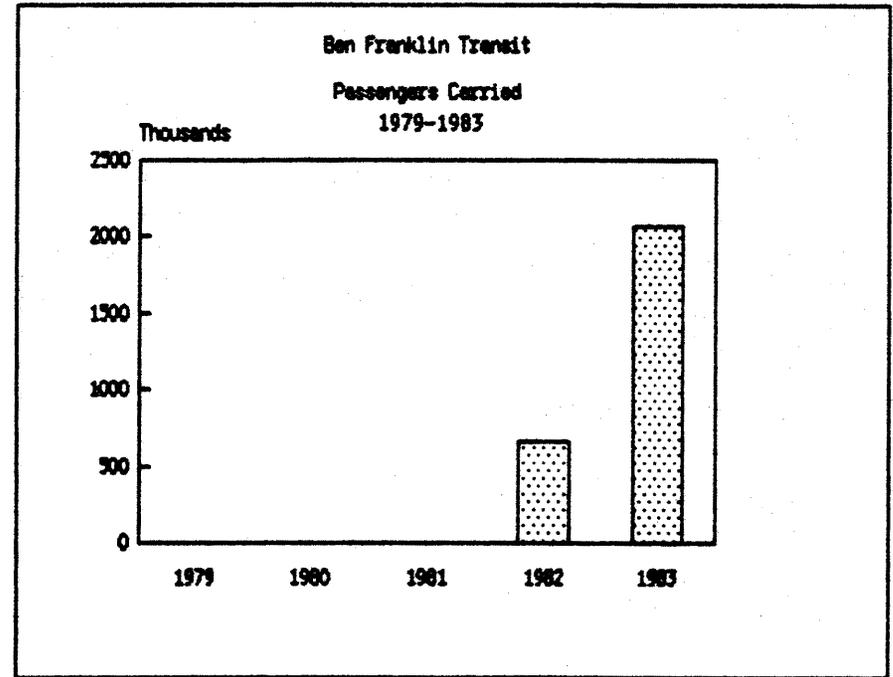
The principal revenue sources of the Ben-Franklin Transit system are derived from a .3 percent sales tax, matching MVET, federal grants and the fare box. The fare structure for the system is 25 cents for standard rides, and 10 cents for students and senior citizens. The dial-a-ride service fee is 50 cents per ride. Express bus service is available and the fare for this varies from 50 cents to \$1.00, depending on the length of the trip. Monthly passes and 10 ride ticket books are available at reduced rates.

PATRONAGE

Ben-Franklin Transit has been providing service in the Tri-Cities area since May 1982. Patronage for 1983 totaled more than 2,000,000 for the entire system. The present patronage is close to 200,000 per month. Comparing ridership to 1982 is not meaningful since 1982 was the initial year of operation.

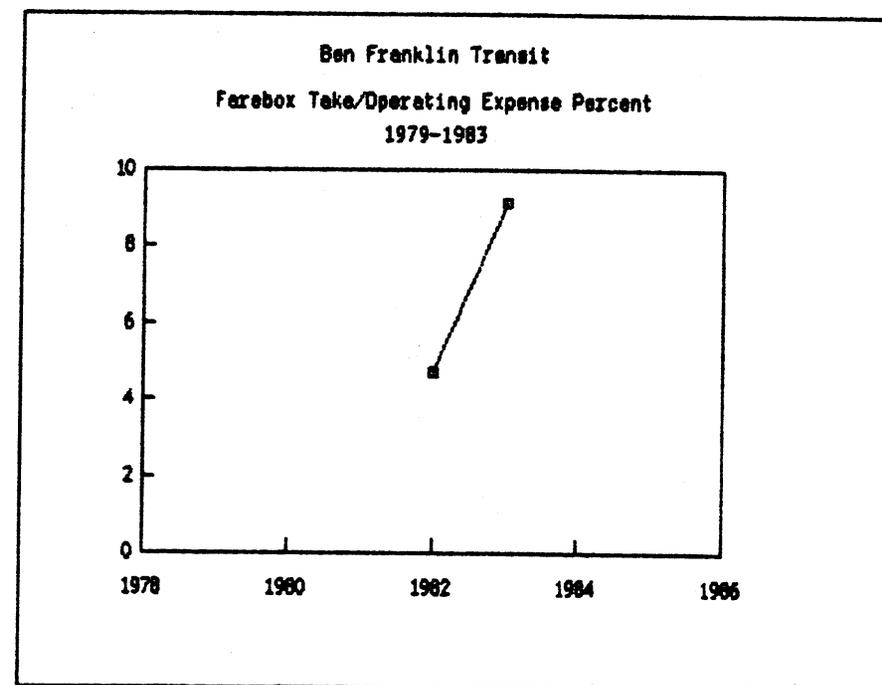
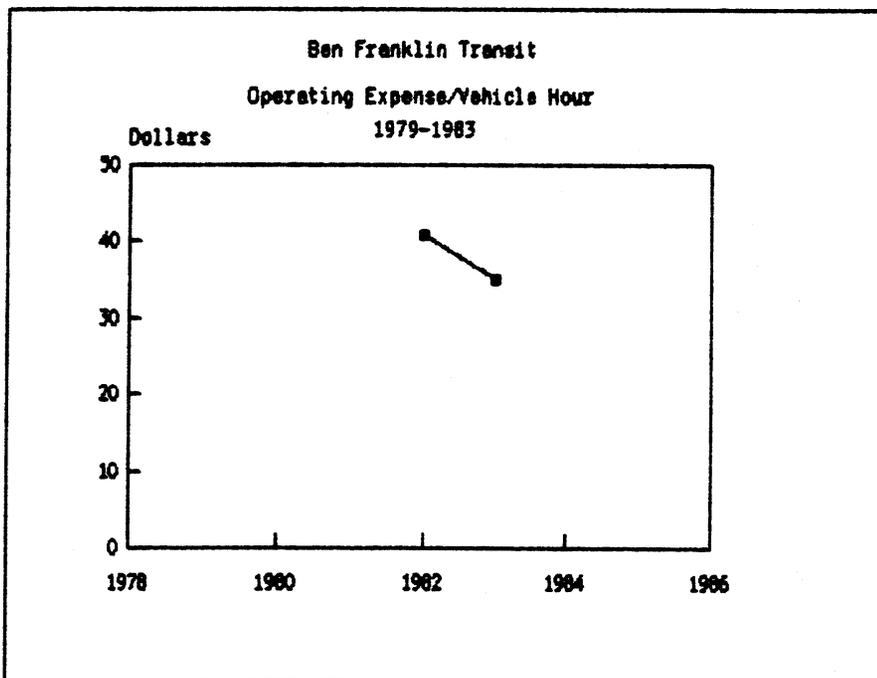
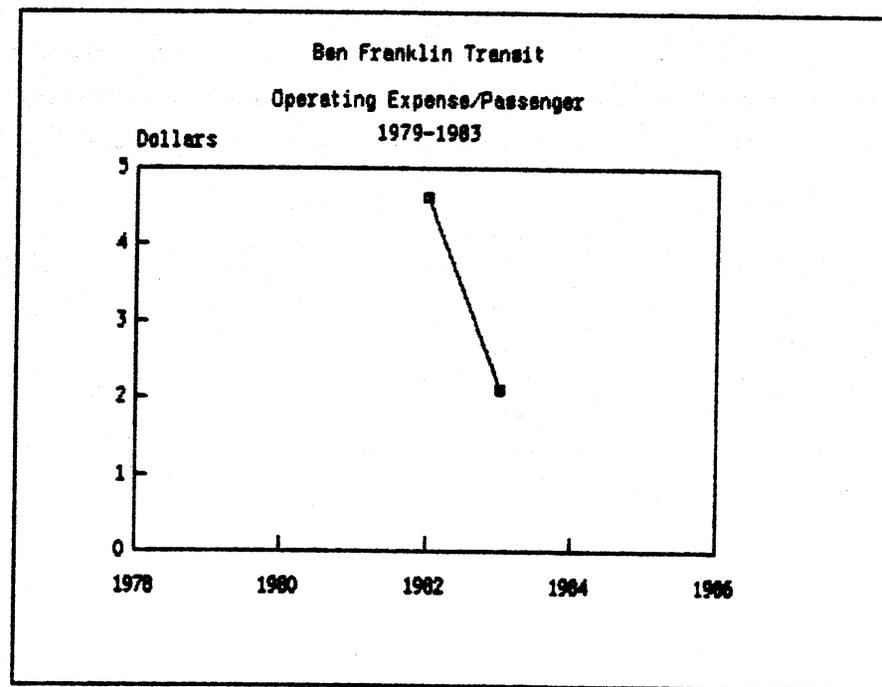
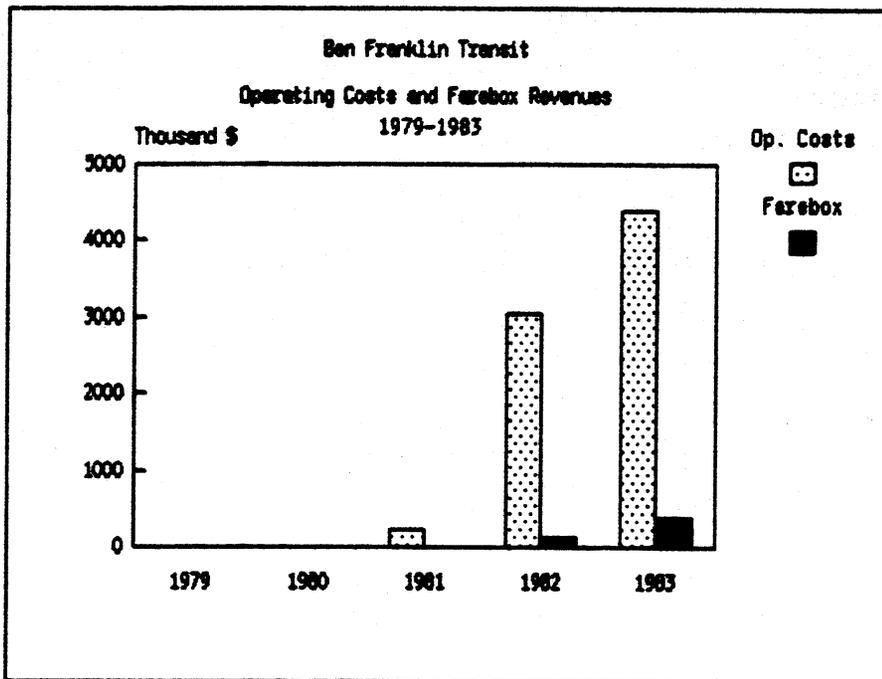
FUTURE PLANS

Ben-Franklin Transit is committed to providing efficient and effective forms of public transportation for the Benton-Franklin PTBA. A facility is needed to combine the functions of administration, operations and maintenance. A site on which to build such a facility has been selected and the PTBA is proceeding to purchase the property, design and build the facility. This should be accomplished by the end of 1985. Permanent transfer centers are needed in the three major cities of the service area, and passenger shelters are needed throughout the service area. The dial-a-ride lift equipped vehicles are nearing the end of their useful life and new vehicles should be purchased soon.

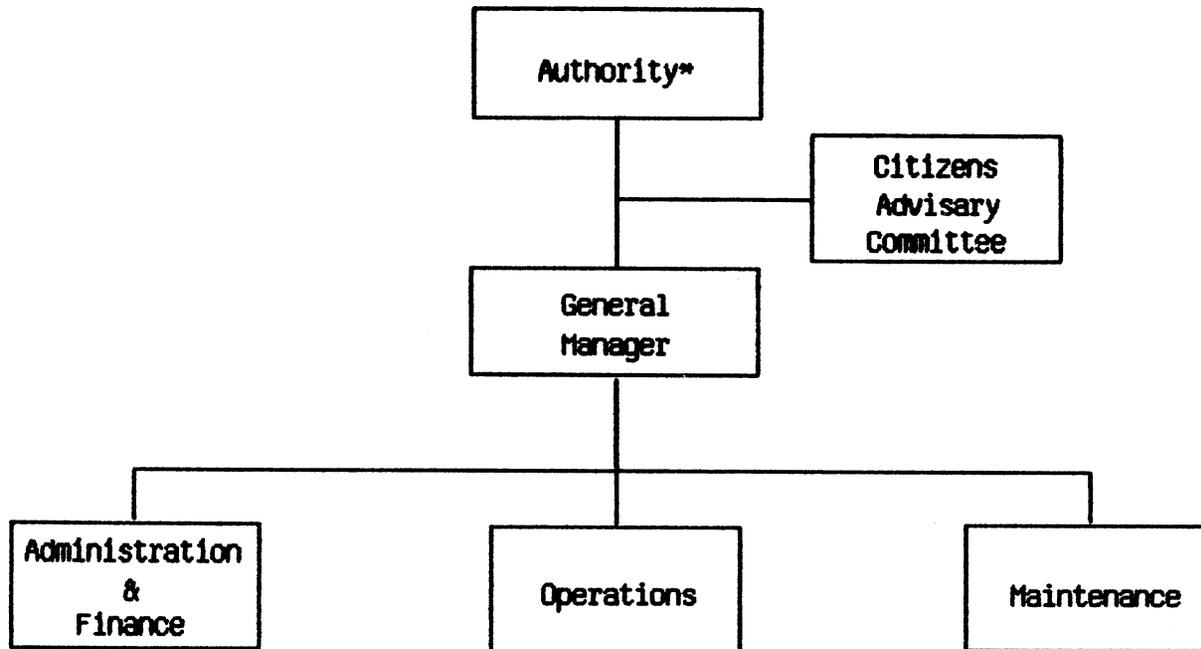


General Statistics
Ben Franklin Transit System

Operations	1979	1980	1981	1982*	1983
Population base	N. A.	N. A.	119,000	118,000	115,000
Passengers carried			0	660,600	2,063,000
Number of vehicles			0	43	43
Miles of route			0	314	556
Veh miles travelled			0	920,800	1,908,000
Veh hours provided			0	74,500	125,000
Revenues					
Farebox			\$ 0	\$ 144,100	\$ 399,300
Local tax			1,403,800	3,899,700	3,677,900
Motor veh excise tax			0	2,314,000	2,276,400
Federal funds			0	5,500	457,100
Other funds			22,800	424,600	563,400
Revenue Total			\$ 1,426,600	\$ 6,787,900	\$ 7,374,100
Expenditures					
Capital			\$ 9,600	\$ 2,348,900	\$ 1,867,000
Operations			239,300	3,048,300	4,374,500
Expenditure Total			\$ 248,900	\$ 5,397,200	\$ 6,241,500
Transit Performance					
Passenger/Capita			0	6.00	17.94
Passenger/Veh hour				8.87	16.50
Op Exp/Veh mile				\$ 3.31	\$ 2.29
Op Exp/Veh hour				\$ 40.92	\$ 35.00
Op Exp/Passenger				\$ 4.61	\$ 2.12
Farebox take/Pass				\$ 0.22	\$ 0.19
Farebox take/Op exp %				4.73	9.13
* Began service May 1982					



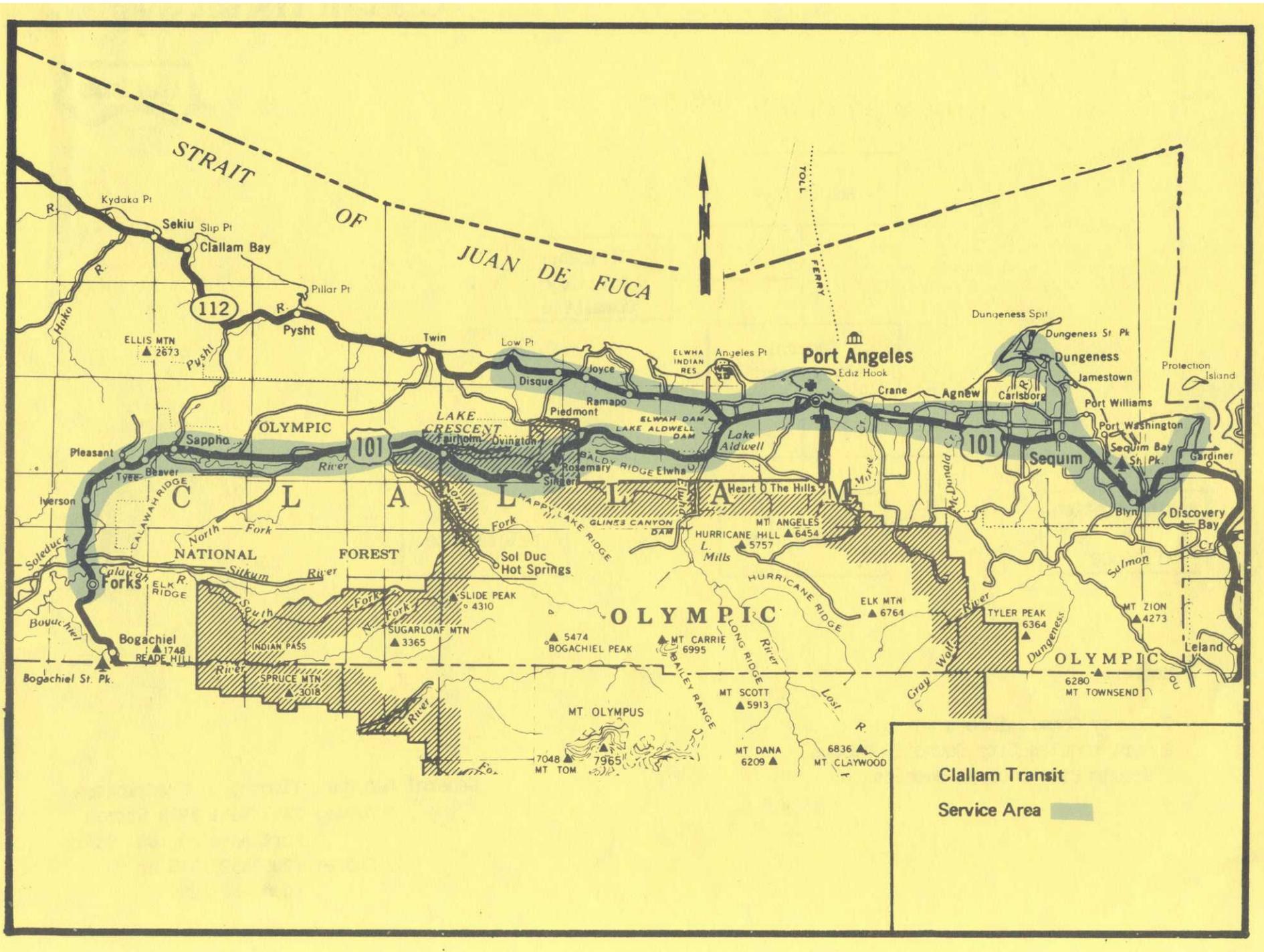
Clallam Transit System



*** 6 Members**

- 2 County Commissioners**
- 2 Port Angeles City Council Members**
- 2 Sequim City Council Members**

General Manager: Timothy J. Fredrickson
Address: 2417 West 19th Street
Port Angeles, WA 98362
Phone: (206)452-1315 or
Scan 632-1299



CLALLAM TRANSIT SYSTEM

HISTORICAL BACKGROUND

The Clallam Transit System, a public transportation benefit area type of system, was formed on July 24, 1979. Prior to then, the only transportation service within Clallam County consisted of: limited service by Greyhound; a small private van operation in the west county area; two owner/driver taxi companies; and, various specialized transportation services available only to certain segments of the population, such as the disabled and elderly. A private city bus line last provided service in 1973. The original PTBA area included the county area east of Lake Crescent.

In November 1979, the voters approved a proposition to fund public transportation by a local sales and use tax not to exceed .3 percent. A five-year Comprehensive Plan was adopted in February, 1980 and operations began eight months later.

The PTBA annexed the remainder of the county in 1983 and 1984. The Comprehensive Plan is now being updated and service expanded for the entire county during 1984-85.

SERVICE

For the last two and a half months of 1980, Clallam Transit, known as "The Bus," operated up to 92 miles of line over 10 routes. By September 1981, there were 113 miles of line over 13 routes, providing almost 120 hours of service daily.

The system utilizes a primary timed transfer point in Port Angeles, the largest city served by the system, and a secondary point in Sequim, 15 miles east of Port Angeles. The most heavily traveled route in the system is between the two cities, with the other routes feeding into the two transfer points. Headways range from 30 minutes at peaks to three hours on the more rural routes. Hours of operation are generally from 6:00 a.m. to 8:00 p.m., Monday through Friday, with one late night run serving Peninsula Community College, and Saturday service on 9 of the 16 routes.

ADMINISTRATION, PERSONNEL, AND EQUIPMENT

The Clallam Transit System Authority, which determines transit policy, appoints a general manager, who is responsible for operating the transit system. The system is organized into three functional areas: operations, maintenance, and administration.

Clallam Transit System employed 30 people in December 1980 and 54 people by January 1984. The current fleet is made up of seven vans, 14 small buses and five full-sized buses.

FINANCES

Clallam Transit System is funded by a 0.3 percent sales tax which generated over \$715,000 in 1983. Motor Vehicle Excise Tax funds were over in \$705,000 in 1983. In addition, the system is funded through fare box revenues and other income. The 1984 Annual Operating Budget is \$1.54 million.

PATRONAGE

Ridership has increased continually since the inception of the system in October 1980, when it carried 346 riders per day to an average of more than 1,700 riders per day in December, 1983.

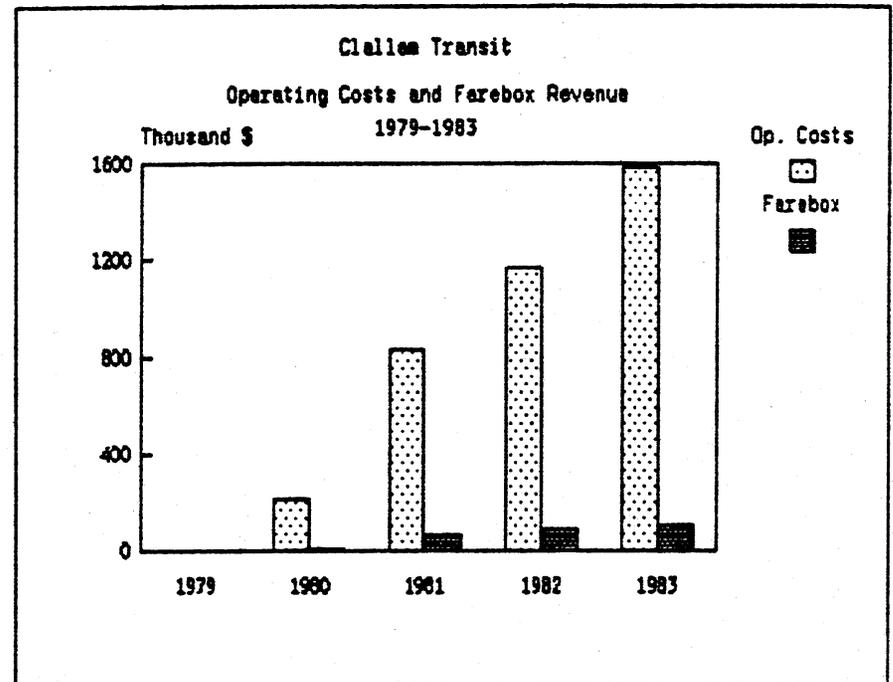
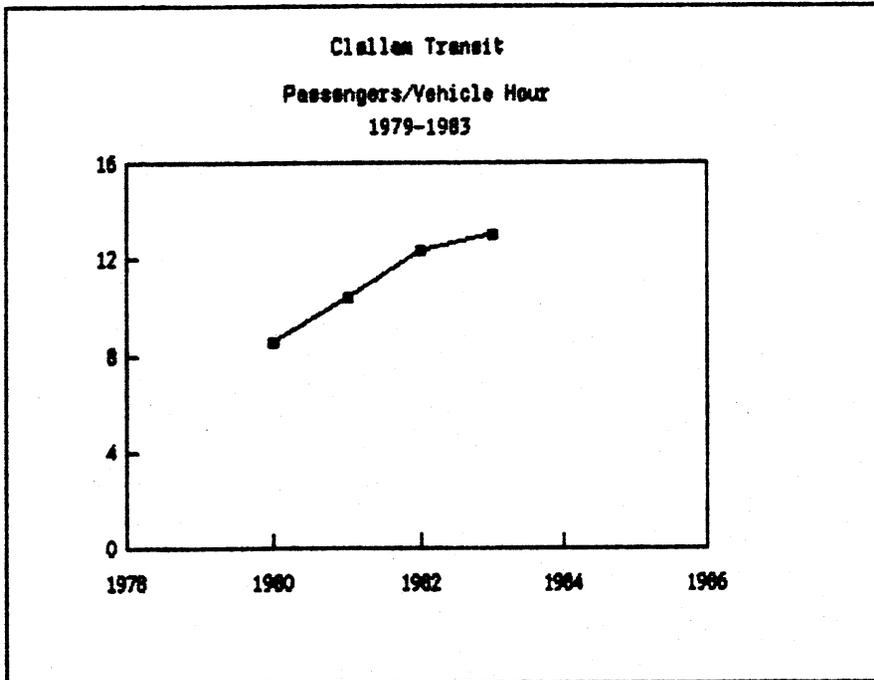
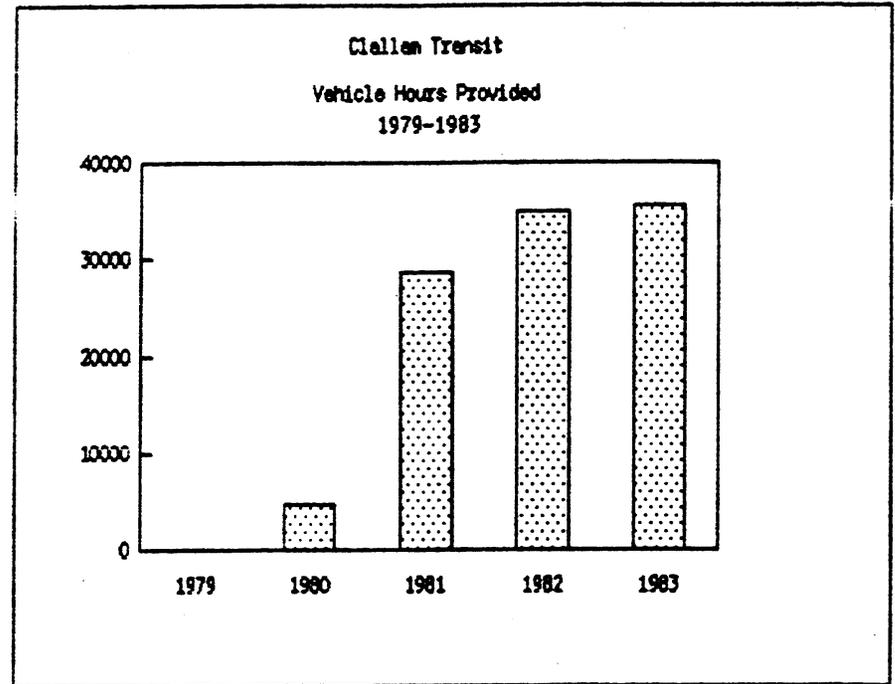
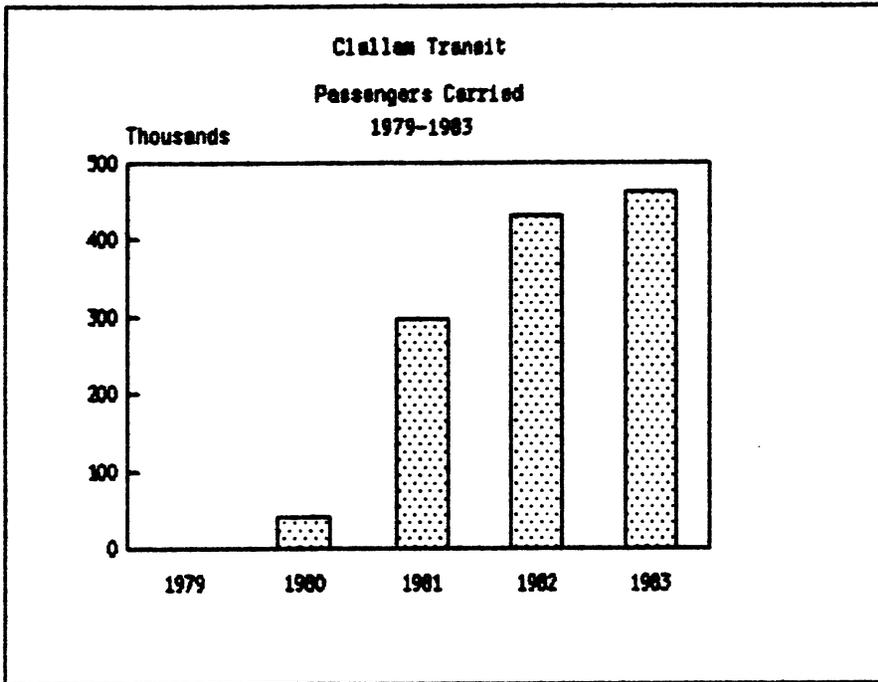
FUTURE PLANS

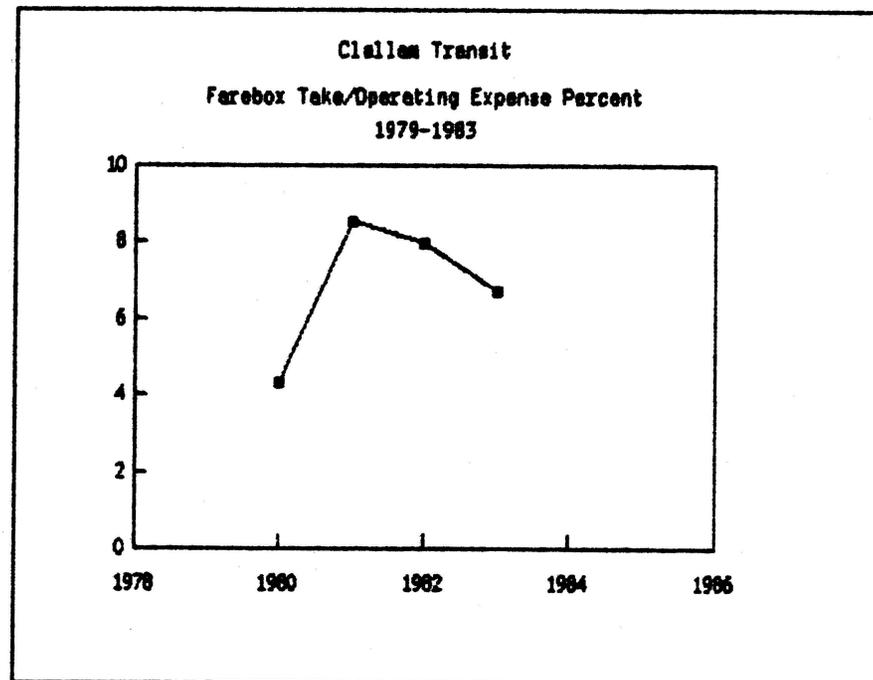
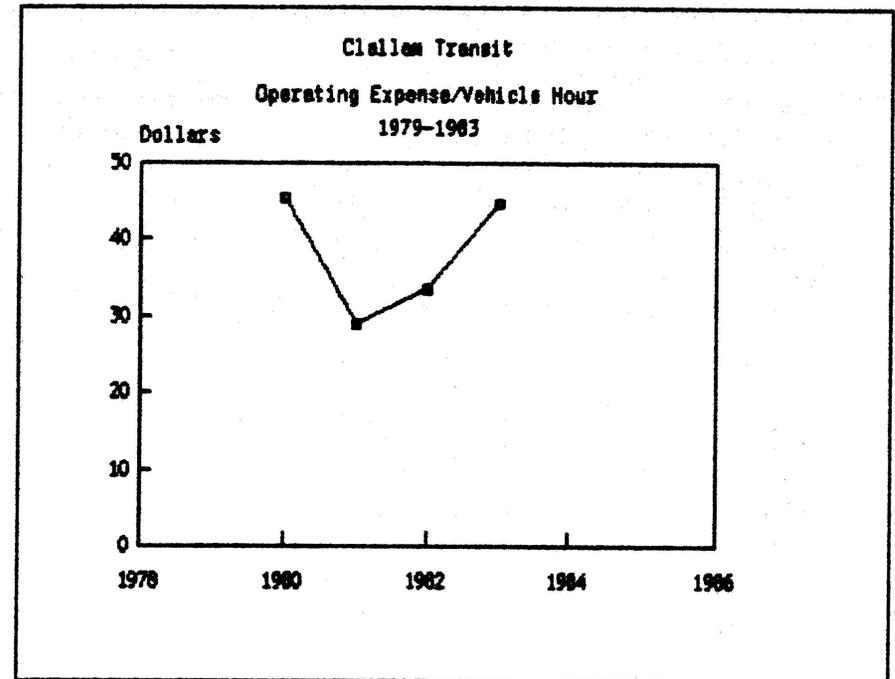
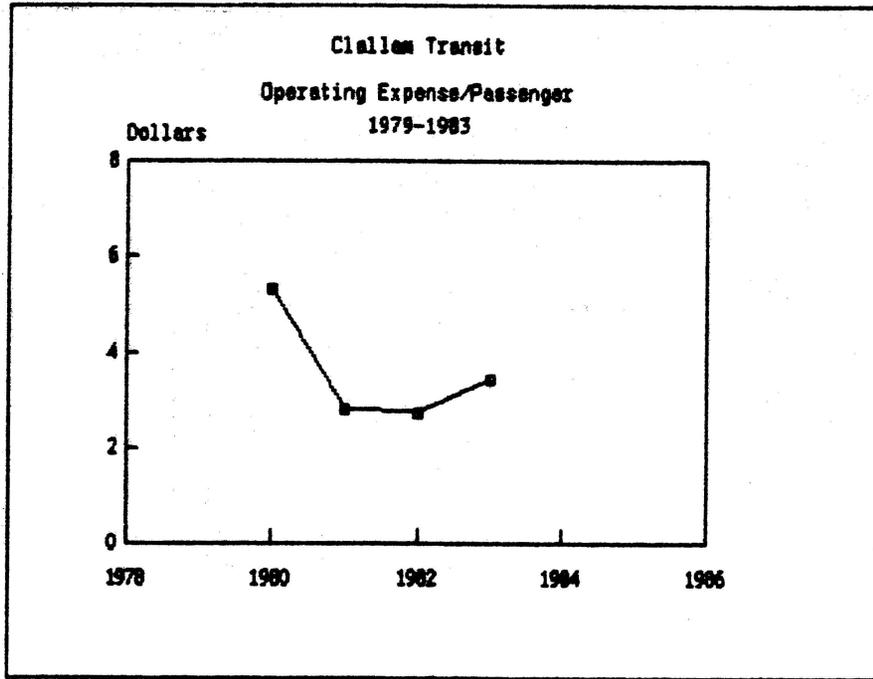
Clallam Transit System has received an UMTA Sec. 18 grant to purchase two new 35 foot coaches. Transit service for the entire county will be provided as a result of the annexation.

General Statistics
Clallam Transit System

Operations	1979	1980*	1981	1982	1983
Population base	N. A.	41,200	42,200	41,400	41,500
Passengers carried		41,159	298,000	430,000	461,000
Number of vehicles		12	17	19	25
Miles of route		47	125	133	133
Veh miles travelled		64,400	551,000	661,400	685,000
Veh hours provided		4,800	28,700	34,840	35,400
Revenues					
Farebox		\$ 9,400	\$ 70,600	\$ 92,800	\$ 106,000
Local tax		537,400	699,600	703,600	732,800
Motor veh excise tax		384,700	655,500	772,000	663,200
Federal funds		0	0	9,400	0
Other funds		335,100	169,500	210,710	149,700
Revenue Total		\$ 1,266,600	\$ 1,595,200	\$ 1,788,500	\$ 1,651,700
Expenditures					
Capital		\$ 342,000	\$ 178,000	\$ 103,000	\$ 293,200
Operations		218,000	830,000	1,167,000	1,582,400
Expenditure Total		\$ 560,000	\$ 1,008,000	\$ 1,270,000	\$ 1,875,600*
Transit Performance					
Passenger/Capita		1.00	7.06	10.39	11.11
Passenger/Veh hour		8.57	10.38	12.34	13.02
Op Exp/Veh mile		\$ 3.39	\$ 1.51	\$ 1.76	\$ 2.31
Op Exp/Veh hour		\$ 45.42	\$ 28.92	\$ 33.50	\$ 44.70
Op Exp/Passenger		\$ 5.30	\$ 2.79	\$ 2.71	\$ 3.43
Farebox take/Pass		\$ 0.23	\$ 0.24	\$ 0.22	\$ 0.23
Farebox take/Op exp %		4.31	8.50	7.95	6.70

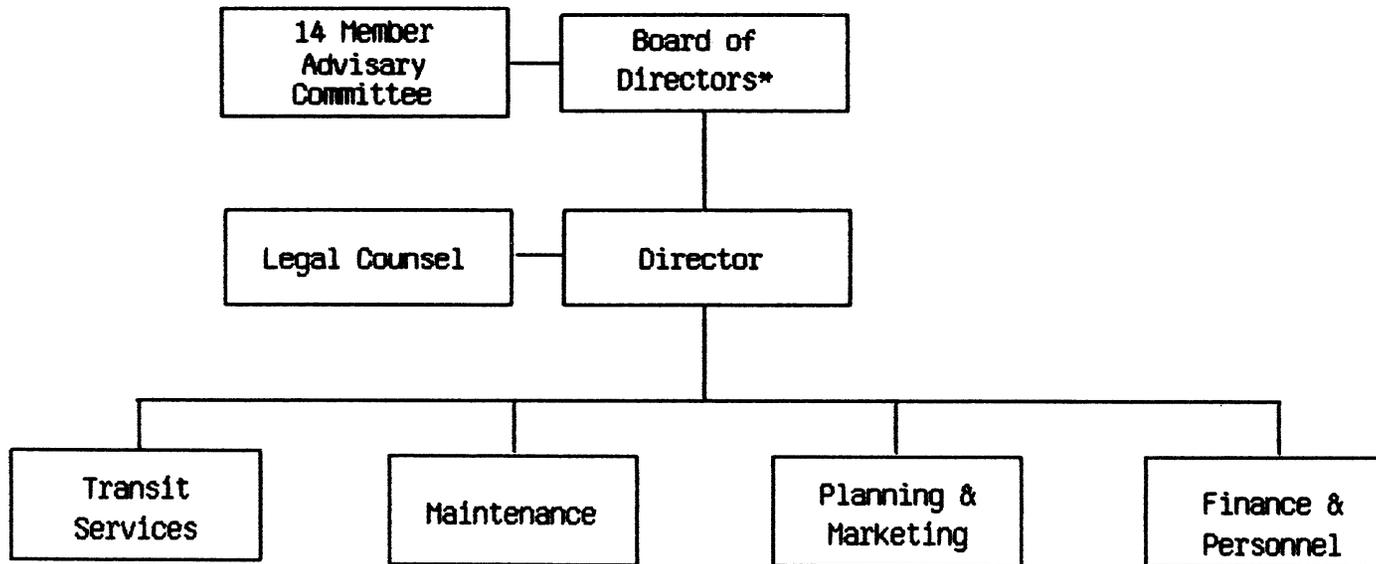
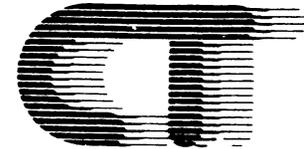
* Began service October 1980.





Community Transit

(Snohomish County)



* 9 Members

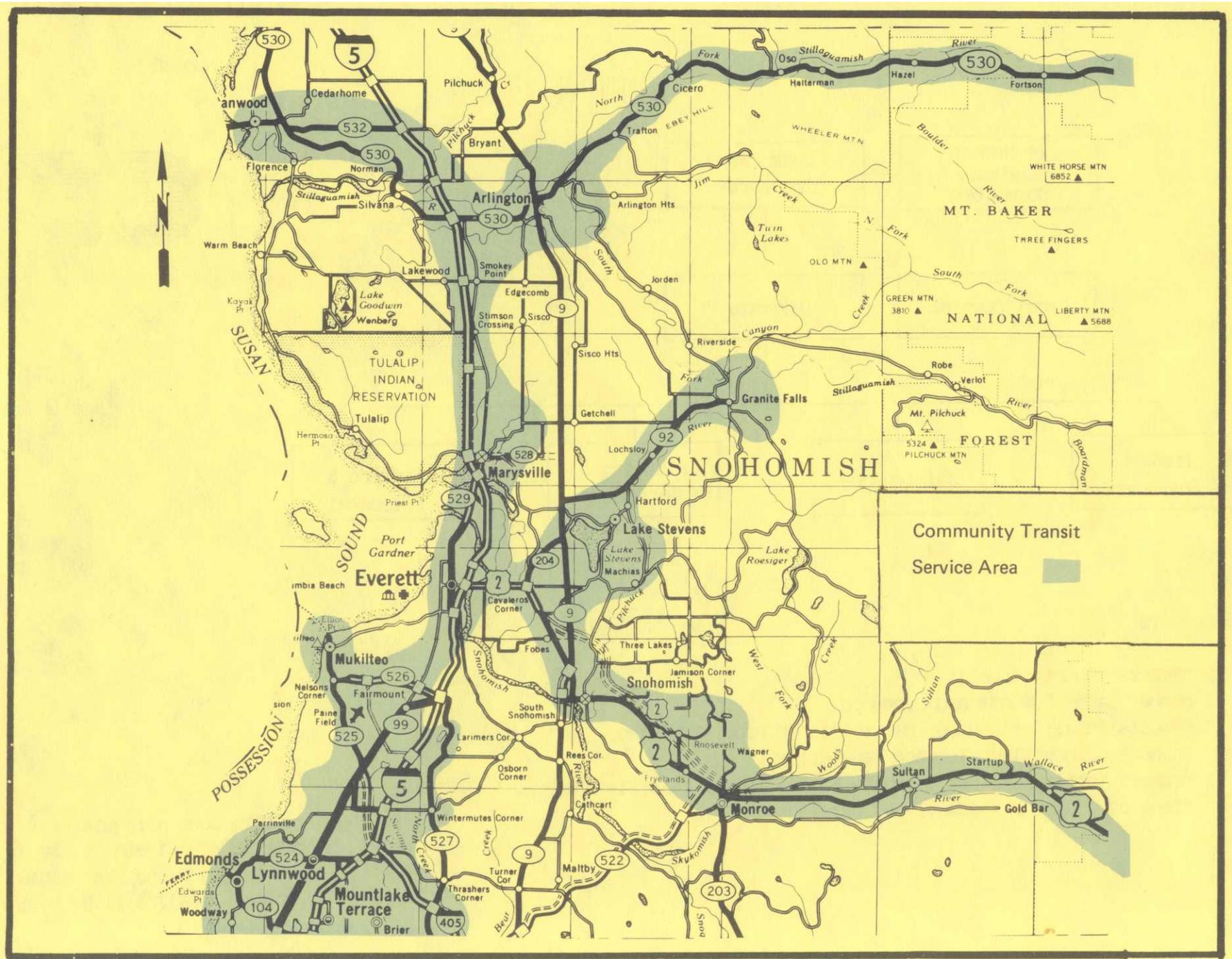
2 Members: County Council

1 Member Each: Edmonds and Lynnwood

3 Members Total: Arlington, Marysville, Monroe, Mukilteo, Snohomish, Mountlake Terrace, and Brier

2 Members Total: Gold Bar, Granite Falls, Index, Lake Stevens, Stanwood, Sultan, Woodway, and Darrington

Acting Director: John Nordquist
Address: 4208 198th St. SW
Lynnwood, WA 98036
Phone: (206)778-1150



COMMUNITY TRANSIT

HISTORICAL BACKGROUND

Prior to June 1976, bus service in Snohomish County was provided by:

- 1) Everett Transit System, serving the city of Everett;
- 2) METRO Transit (Seattle), providing interurban service on a contractual basis between Seattle and several cities in Snohomish County;
- 3) Evergreen Trailways, a private company providing very limited service between Seattle and certain cities in eastern Snohomish County; and
- 4) Everett Charter Company, a private company operating periodic service between Everett, Snohomish, Monroe, and Arlington.

In November 1973, a comprehensive transit plan was begun by the Snohomish County Metropolitan Municipal Corporation and a private consultant. In early 1974, shortly following enabling legislation by the state, the Snohomish County Transportation Authority was formed to provide countywide transit service. The comprehensive plan was completed soon thereafter, but plans for countywide service were essentially squelched when a proposed three-tenths of one percent retail sales tax financing measure was defeated at the polls twice in late 1974.

State legislation passed in 1975 enabled less-than-countywide public transportation districts known as “public transportation benefit areas.” In November 1975, the state’s first PTBA was formed in Snohomish County, and six months later a transit plan was adopted for the new SCPTBA. In June 1976, voters in the benefit area approved a three-tenths of 1 percent sales tax to fund the transit system; the SCPTBA immediately assumed responsibility for the

contracted intercounty routes and proceeded to implement new service and reduce fares. New local service linking communities within the transit district was initiated in October 1976. In 1979, the system adopted the business name of Community Transit.

Community Transit has annexed 14 communities since its incorporation. Monroe and Lake Stevens joined in 1977. Stanwood, Sultan, Granite Falls, and Mukilteo joined in 1979. Arlington joined in 1980. Gold Bar, Index, and Startup joined in 1981. Darrington/Oso joined in 1983. This leaves only one city, Everett, in Snohomish County not a part of the SCPTBA.

SERVICE

Intercounty service operates on six routes through the SCPTBA to Seattle:

- 1) Edmonds-Seattle CBD
- 2) Mountlake Terrace /Brier-Seattle CBD
- 3) Lynnwood-Seattle CBD
- 4) Lynnwood/Mountlake Terrace-University of Washington District
- 5) Edmonds-University of Washington District
- 6) Mountlake Terrace/Seattle

Generally, express commuter buses serve the Seattle CBD during peak periods, and during evenings and weekends the Seattle CBD can either be reached directly or by transferring. Service to the University District of Seattle is a student/commuter oriented weekday service.

Local transit operations are over 18 routes, most run with one-half hour headways to one-hour headways on weekdays during peak hours and two-hour headways during the evenings and on weekends. The 18 routes serve the principal population centers; Everett, Mukilteo, Edmonds, Lynnwood, Snohomish, Mountlake Terrace, Marysville, Arlington, Stanwood, Lake Stevens, Monroe, Sultan, Granite Falls, Brier, and Darrington. During 1977, the first full year of operations, buses serving local inter-county routes covered 810,000 miles of travel; in 1983, buses logged 3,460,100 miles of travel on these routes.

ADMINISTRATION, PERSONNEL, EQUIPMENT

Community Transit has a governing body made up of elected officials from several of the cities in the PTBA and county commissioners. The governing board is responsible for the budgeting and policy decisions. They also select the General Manager for the system. The General Manager and his staff are responsible for the administration, planning, maintenance, and operations of the system.

The staff is made up of department heads covering administration, finance, planning, marketing, operations, and maintenance. The total staff of the system is over 100 people.

Community Transit operates a fleet of 70 vehicles, 15 of which are equipped with wheelchair lifts. The vehicles vary in size from 40 foot buses to vans because of the vastness of the PTBA. Presently the maintenance for the fleet is provided by a local school board operation. Community Transit has just completed their design work of a new maintenance operation facility to be located in south Everett.

FINANCES

Principal revenue sources of Community Transit, other than from fares, are the 0.3 percent retail sales tax levied throughout the benefit area, and the Motor Vehicle Excise Tax.

On local routes, the basic adult fare is \$0.30 plus \$0.30 for each additional zone crossed. Students (age 5 through 18), senior citizens and handicapped generally pay the base fare of \$0.15 plus one-half the regular adult zone fare for each additional zone. Accompanied children under five years of age ride free.

PATRONAGE

Community Transit carried a total of 3,001,000 passengers in 1983, split between the local and intercounty service routes; a 316 percent increase over 1977.

FUTURE PLANS

Community Transit is planning to start construction of its central operating base at Paine Field in Everett in the fall of 1984, with construction to be completed by late summer of 1985. This facility will house all Community Transit administrative, operations, and maintenance facilities at the Paine Field site.

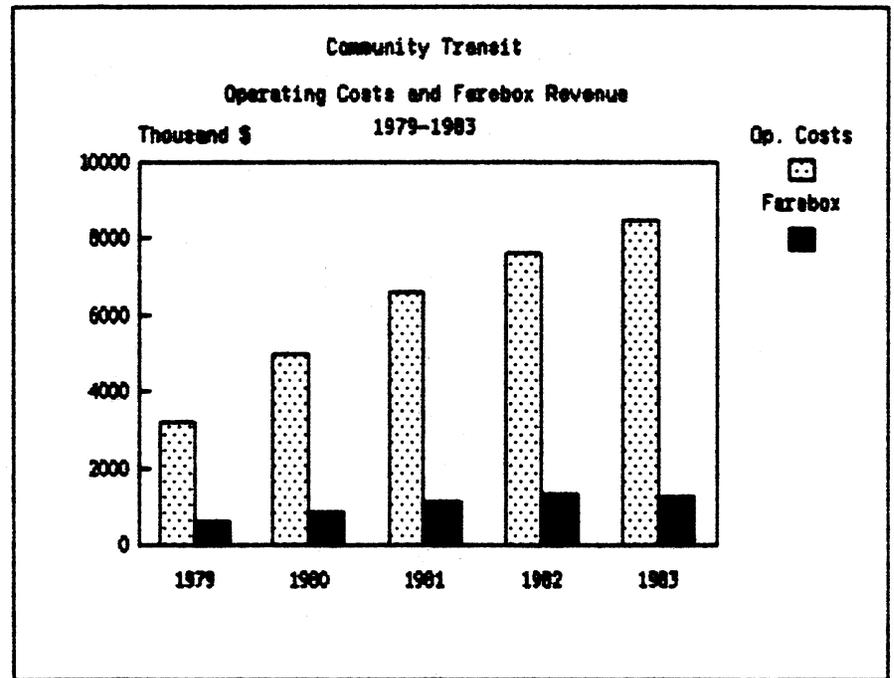
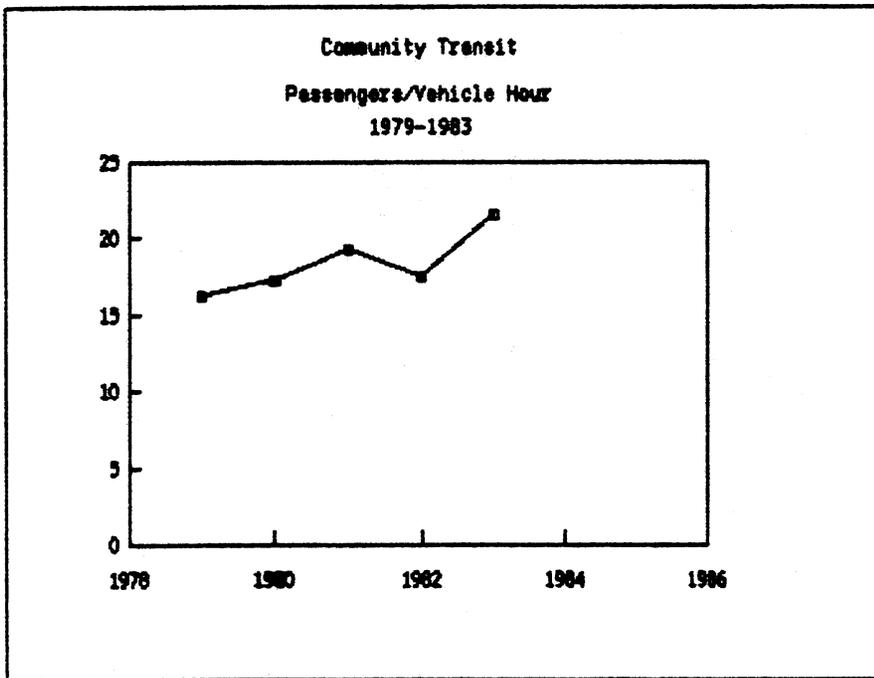
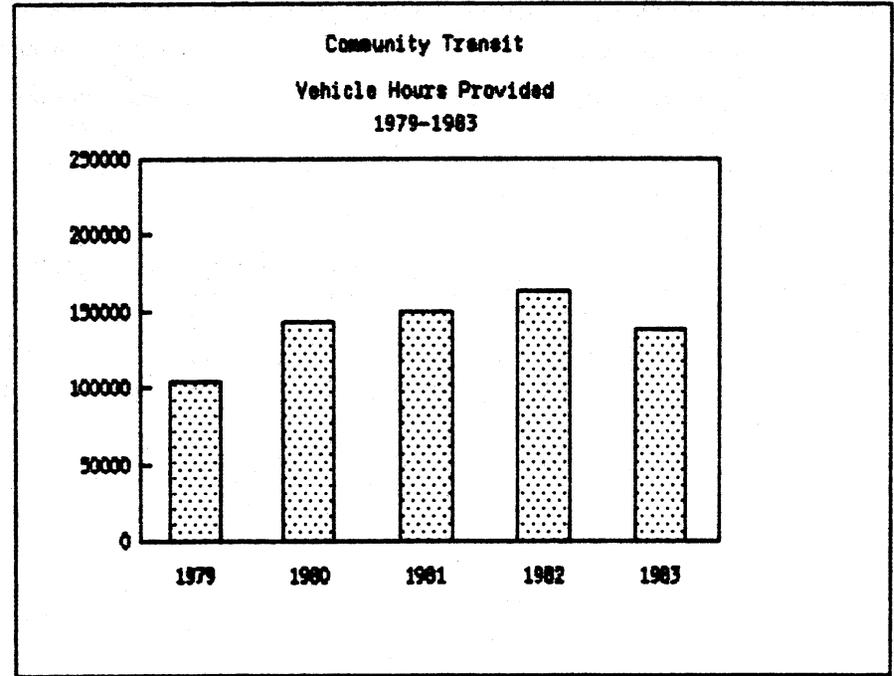
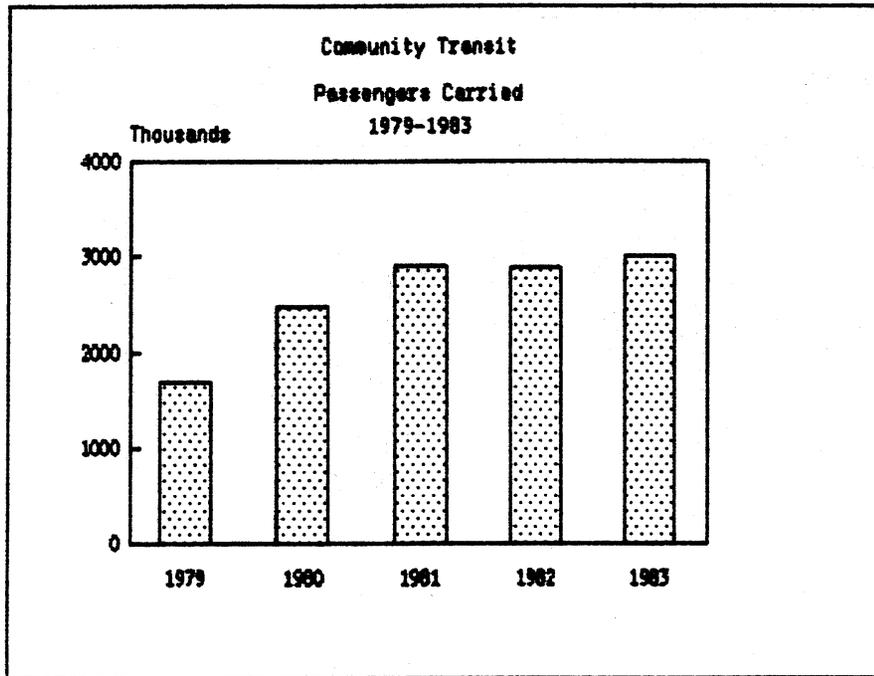
A major study to update the transit plan for the Snohomish County Public Transportation Benefit Area will commence in August 1984, to be completed by June 1985.

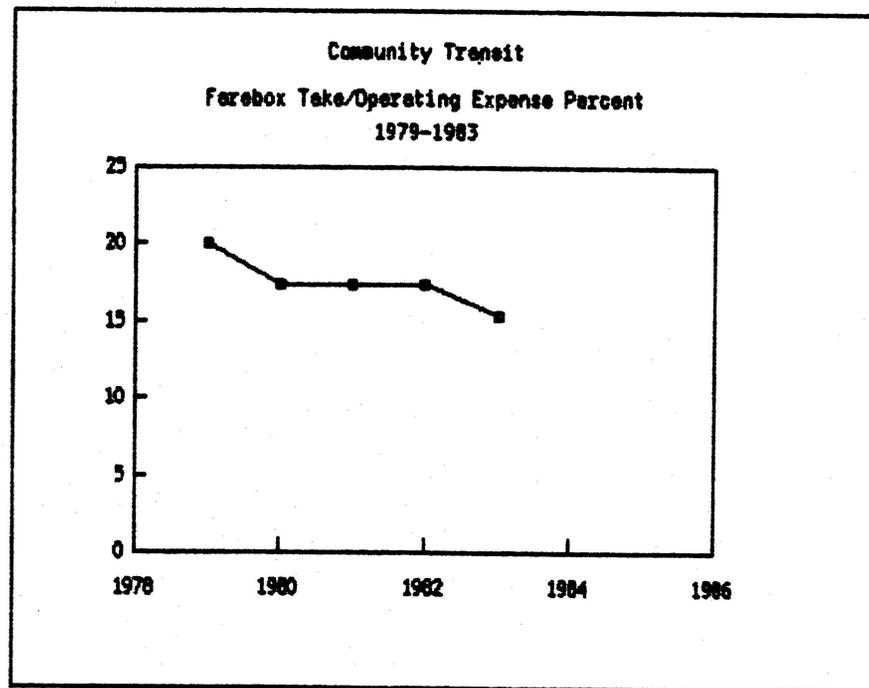
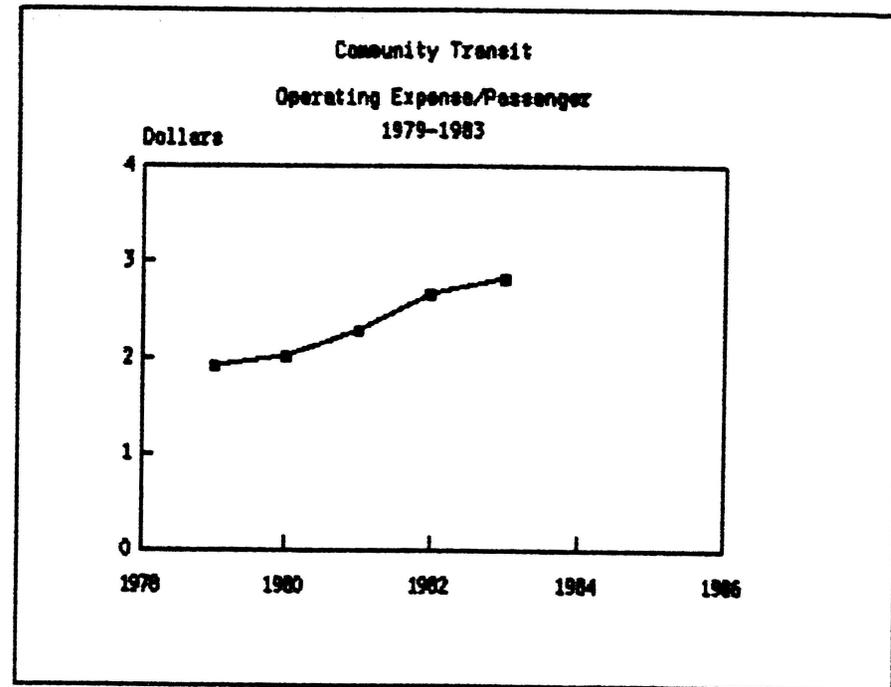
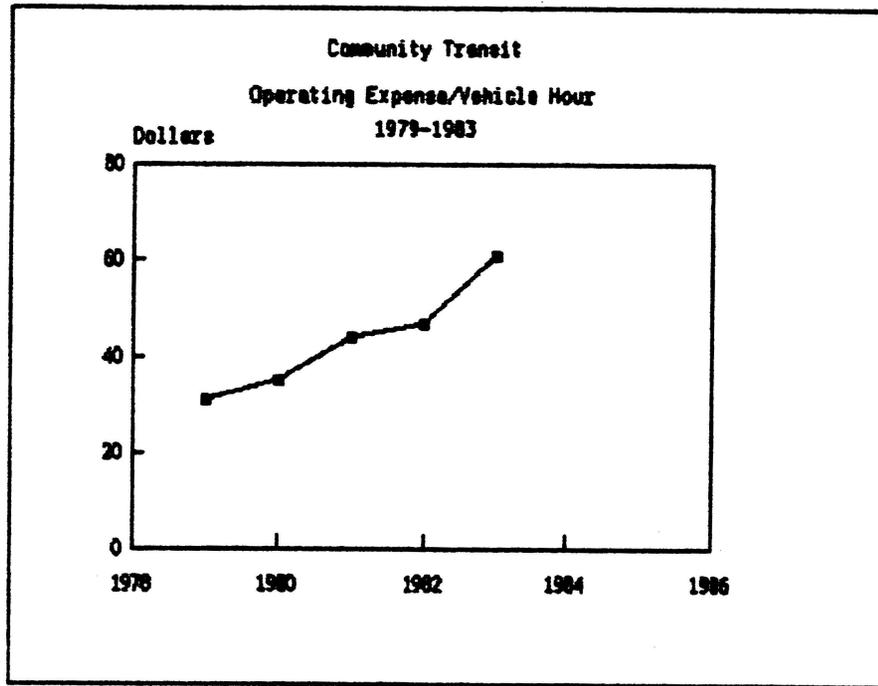
An interline ticketing service with the Washington State Ferry System started in February 1978. Passengers are able to purchase coupon books from either organization for rides that include passage on both systems.

General Statistics

Community Transit

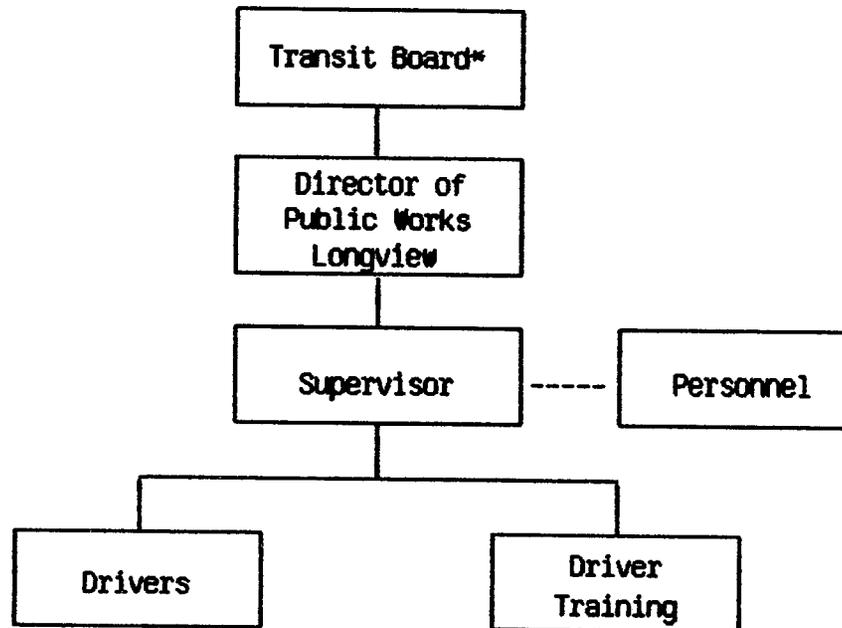
Operations	1979	1980	1981	1982	1983
Population base	182,000	194,000	205,000	236,100	239,100
Passengers carried	1,684,000	2,475,000	2,900,000	2,879,000	3,001,022
Number of vehicles	31	36	73	73	70
Miles of route	210	288	304	316	340
Vehicles travelled	1,833,000	2,628,000	3,208,000	3,417,411	3,460,144
Veh hours provided	104,000	143,000	150,000	163,900	138,968
Revenues					
Farebox	\$ 646,600	\$ 868,200	\$ 1,145,700	\$ 1,326,200	\$ 1,294,900
Local tax	2,568,100	2,956,600	3,335,300	3,625,500	4,232,400
Motor veh excise tax	3,289,000	3,000,000	3,225,300	3,617,500	3,370,800
Federal funds	26,100	11,100	25,500	18,000	9,100
Other funds	371,700	743,800	1,146,300	1,652,800	775,900
Revenue Total	\$ 6,901,500	\$ 7,579,700	\$ 8,878,100	\$ 10,240,000	\$ 9,683,300
Expenditures					
Capital	\$ 1,988,300	\$ 242,900	\$ 4,254,200	\$ 1,398,300	\$ 421,800
Operations	3,216,700	4,980,100	6,585,900	7,624,300	8,462,338
Expenditure Total	\$ 5,205,000	\$ 5,223,000	\$ 10,840,100	\$ 9,022,600	\$ 8,884,138
Transit Performance					
Passenger/Capita	9.25	12.76	14.15	12.19	12.55
Passenger/Veh hour	16.19	17.31	19.33	17.57	21.60
Op Exp/Veh mile	\$ 1.75	\$ 1.90	\$ 2.05	\$ 2.23	\$ 2.45
Op Exp/Veh hour	\$ 30.93	\$ 34.83	\$ 43.91	\$ 46.52	\$ 60.89
Op Exp/Passenger	\$ 1.91	\$ 2.01	\$ 2.27	\$ 2.65	\$ 2.82
Farebox take/Pass	\$ 0.38	\$ 0.35	\$ 0.40	\$ 0.46	\$ 0.43
Farebox take/Op exp %	20.10	17.43	17.40	17.39	15.30





Community Urban Bus Service

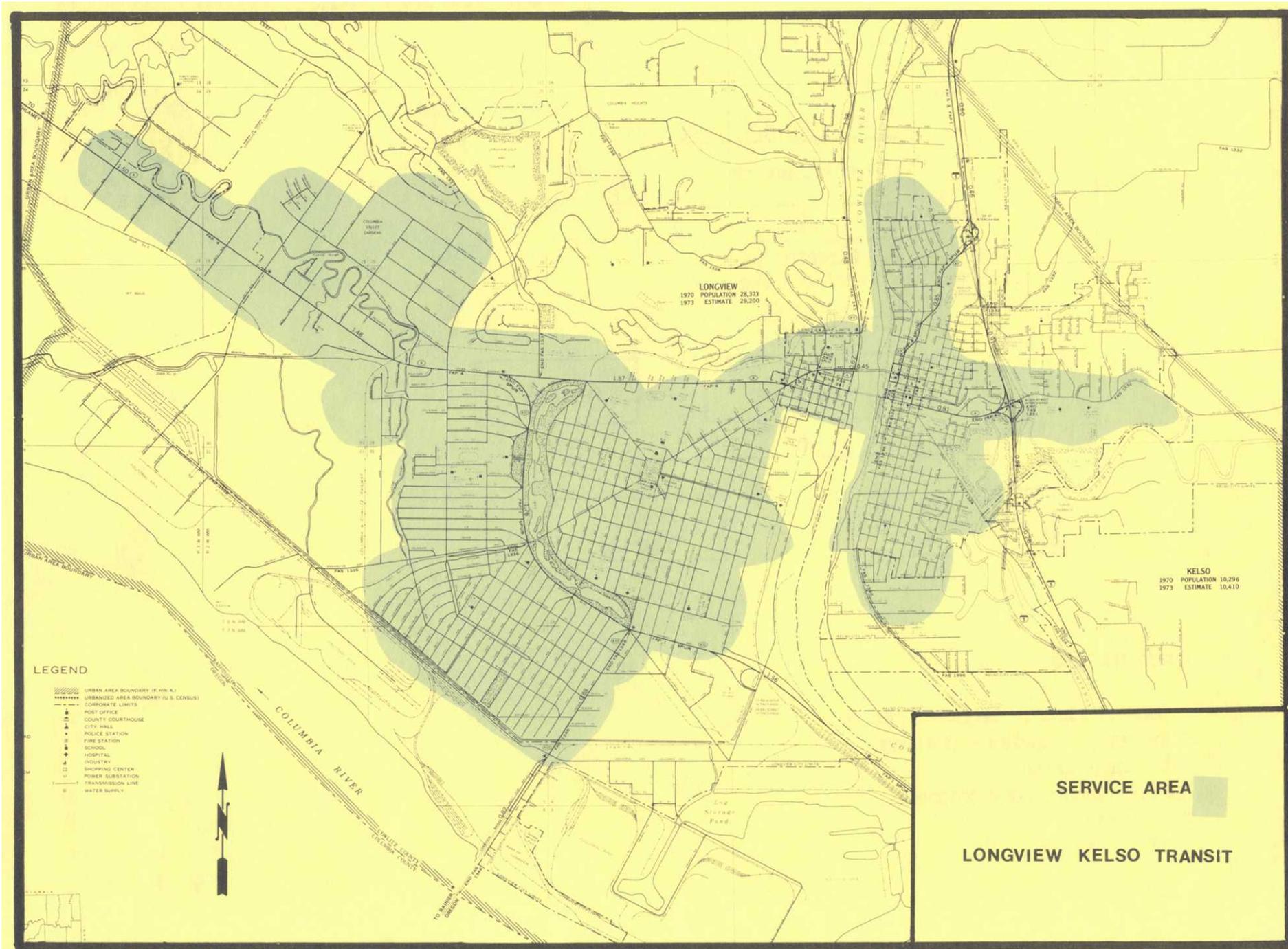
(Longview-Kelso)



* 7 Board Members

1 Council Member: Longview, Kelso
City Mgr., Longview - Chairman
City Mgr., Kelso
Cowlitz County Commissioner
2 Citizens

Transit Manager: Steve Harris
Address: P.O. Box 128
Longview, WA 98632
Phone: (206)577-3315 or
Scan 328-3315



COMMUNITY URBAN BUS SERVICE

Longview - Kelso

HISTORICAL BACKGROUND

The history of transit in the Longview-Kelso area began over one-half century ago when three 25-passenger buses carried mill workers to and from their work locations. Many different private owners have operated systems in the intervening years, the last being a husband-wife team operating a single 12-mile route through central Longview and Kelso. The City of Longview entered the transit business in June 1975, when the private operator suspended operations. Later that year the City purchased the bus system and proceeded with implementation of its transit development plan, which called for the purchase of five 35-passenger buses, ten passenger shelters and 200 bus stop signs. The major part of this plan has been accomplished, with the buses and shelters acquired in 1977, and the system expanded to 50 miles of routes. The maintenance and operational facility was remodeled and upgraded in 1983-1984.

SERVICE

Community Urban Bus Service (C.U.B.S.) provides bus service Monday through Saturday. No service is available on Sundays or on six major holidays. All routes operate from 7:00 a.m. to 7:00 p.m. on hourly headways; except on Saturdays when service begins at 9:00 a.m.

ADMINISTRATION, PERSONNEL AND EQUIPMENT

C.U.B.S. operates under the guidance of the Transit Operating Board, an intergovernmental organization comprised of three members from Longview, three from Kelso, and one from Cowlitz County.

The Board is responsible for general policy, while the City of Longview is the operating agency and owns all buses and equipment, maintains the buses, and hires drivers. Day-to-day operations of the system are carried out by the Department of Field Services, Public Transit Division under the direction of the Transit Manager.

The current bus fleet consists of five 1977 Flxble 35 ft. passenger buses and one older GMC unit. C.U.B.S. operates with four full time salaried drivers, five full time hourly drivers and three part-time relief drivers. All maintenance is provided by the City of Longview Vehicle Maintenance Department.

FINANCES

C.U.B.S., like most other transit systems, receives the bulk of its operating revenues from local taxes and State matching MVET funds. A 1 percent utility tax levied in Longview generated \$220,500 in 1983. The City of Kelso and Cowlitz County contributed \$50,500 from their general funds. These amounts were matched by the State from the 1 percent Motor Vehicle Excise Tax. Fare box revenues amounted to \$56,300 in 1983. Since expenses for 1980, (not including equipment purchases) exceeded \$403,500, it is clear that fare box revenues alone will not support the system.

One-way fares are \$.50 and children under six ride free. Also, daily passes and monthly passes are available for unlimited rides at reduced costs to seniors, handicapped and high schoolers.

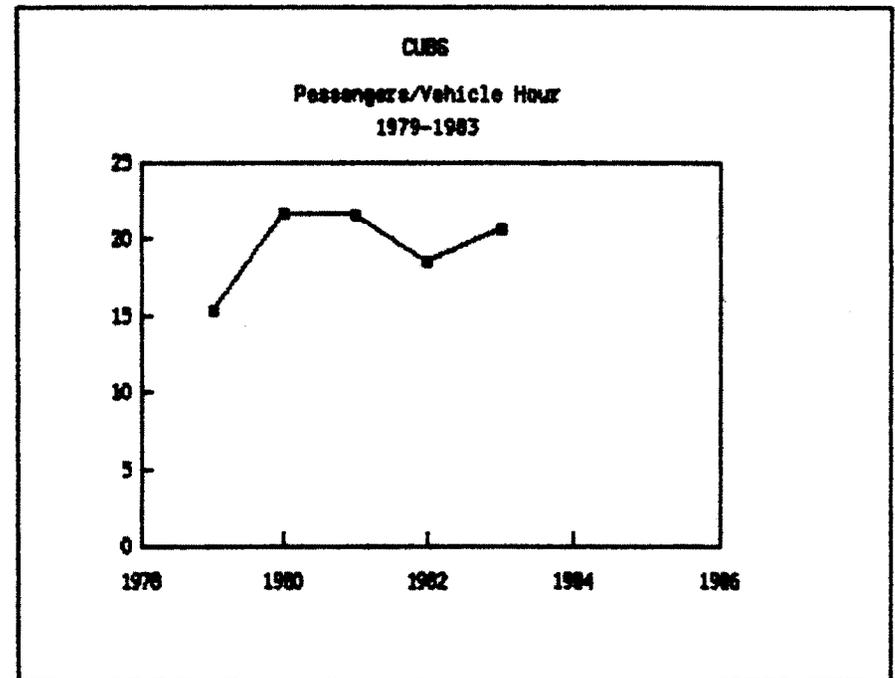
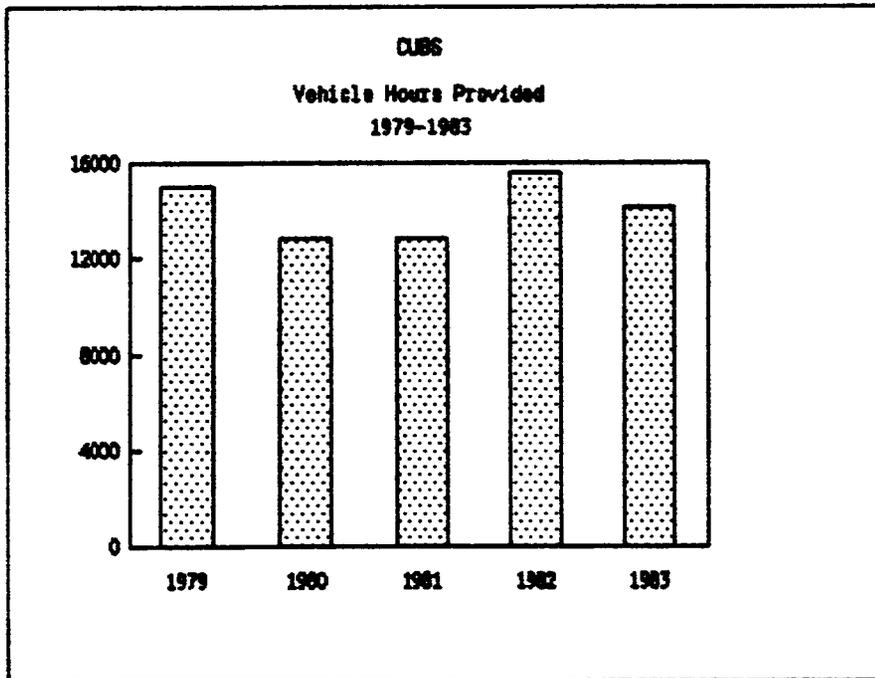
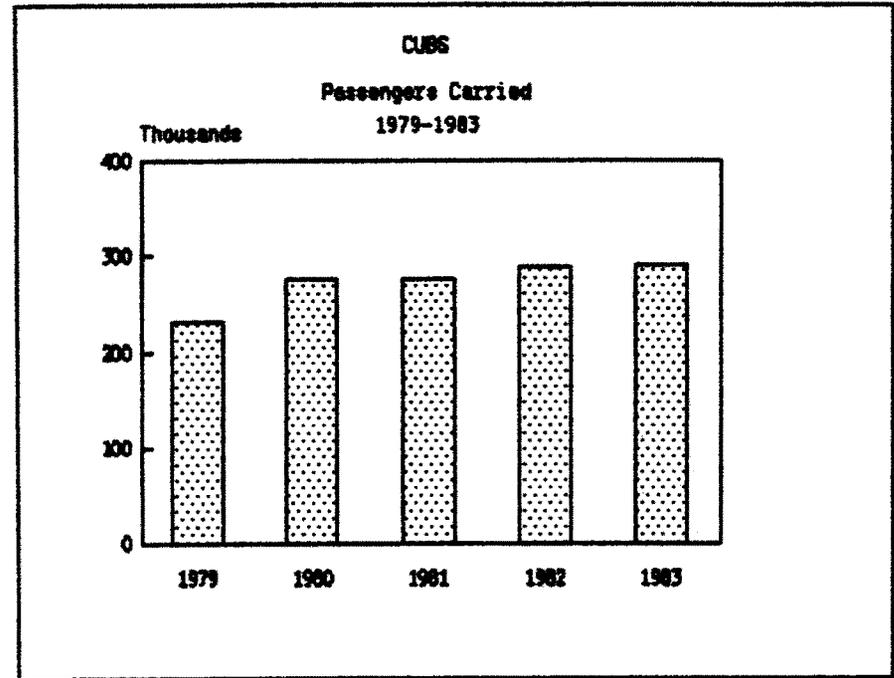
PATRONAGE

Passenger loads for C.U.B.S. were 290,700 passengers for 1983. The 1983 figures are up only ½ percent over the 1982 figures. This shows that the system has perhaps reached maturity and continued growth in ridership will probably be slow without major expansions taking place in the system.

Analysis of rider characteristics has shown that current riders are predominantly transit dependent individuals, due to age (youth or elderly) or lack of other transportation alternatives.

FUTURE PLANS

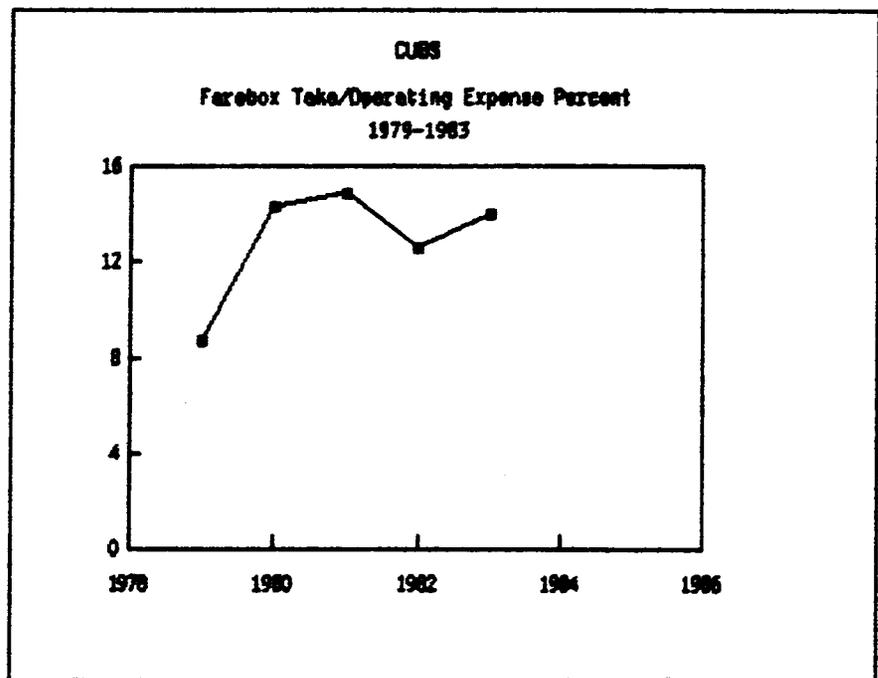
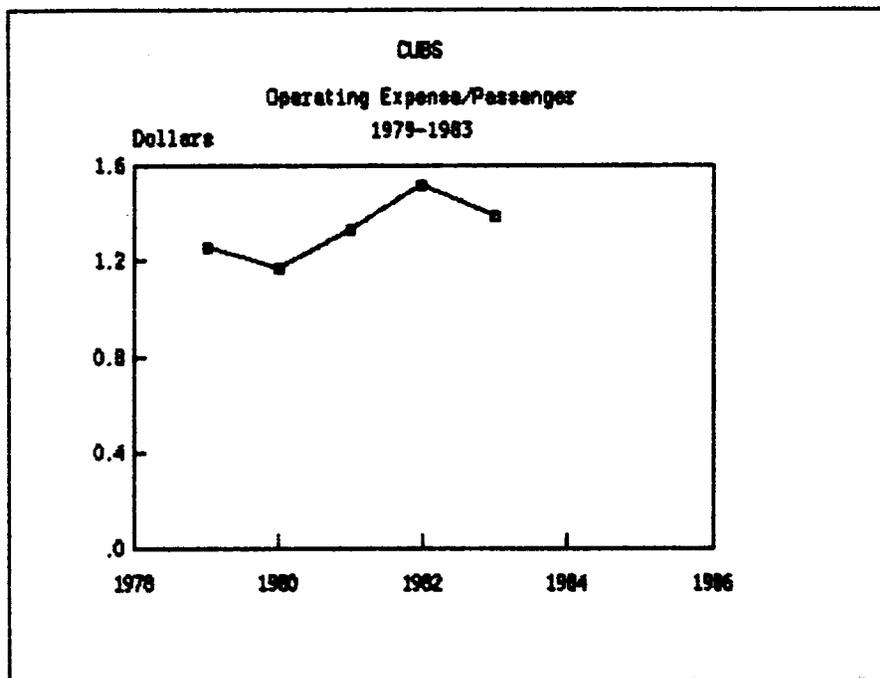
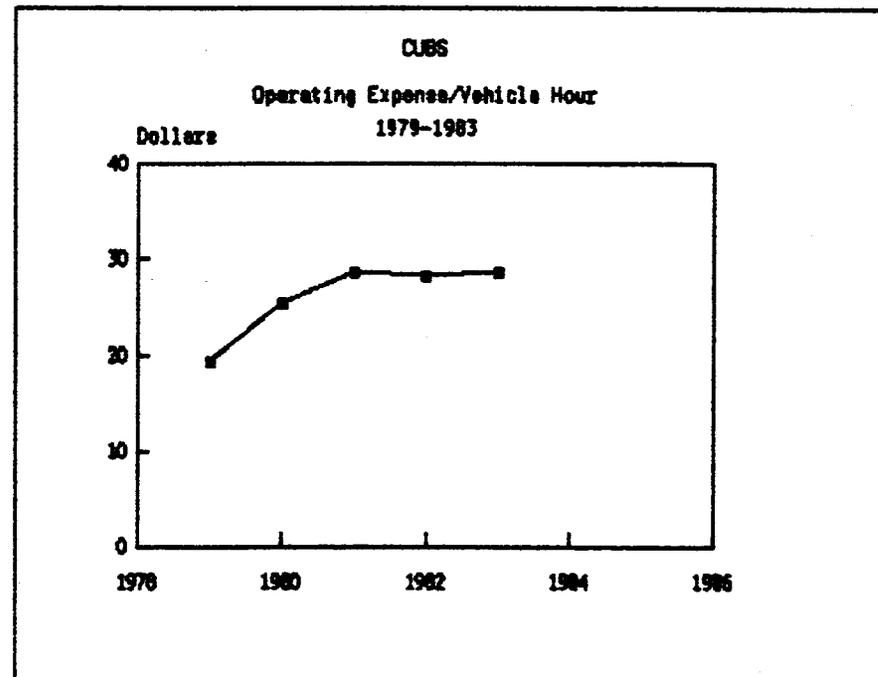
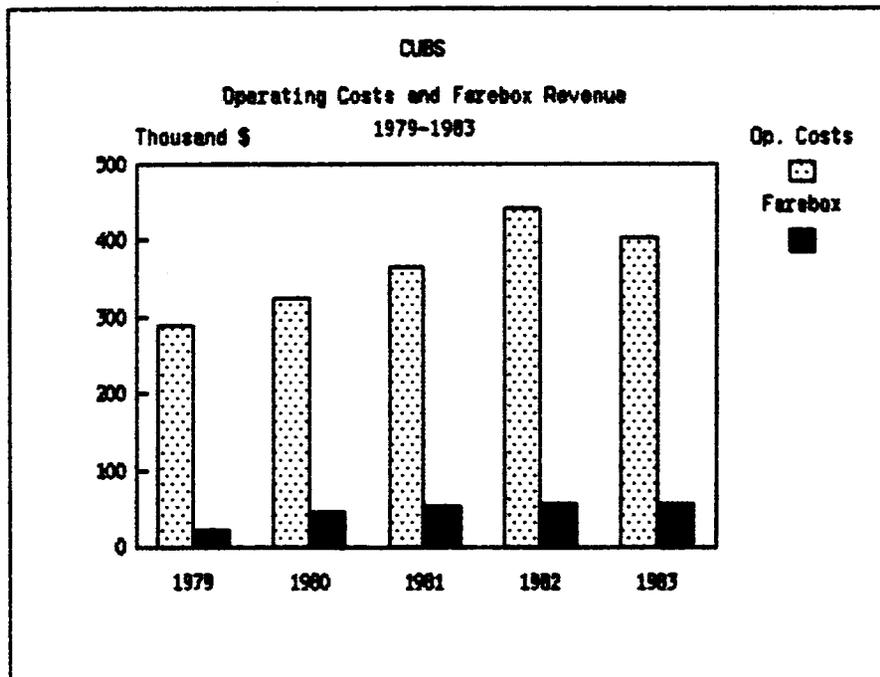
C.U.B.S. plans for the future are to continue operations of the bus system in the greater Longview-Kelso area. Equipment and route evaluations will be made periodically and changes will be implemented as needed. C.U.B.S. also intends to utilize as much of the UMTA Section 5 and Section 9 funds to which they are entitled.



General Statistics

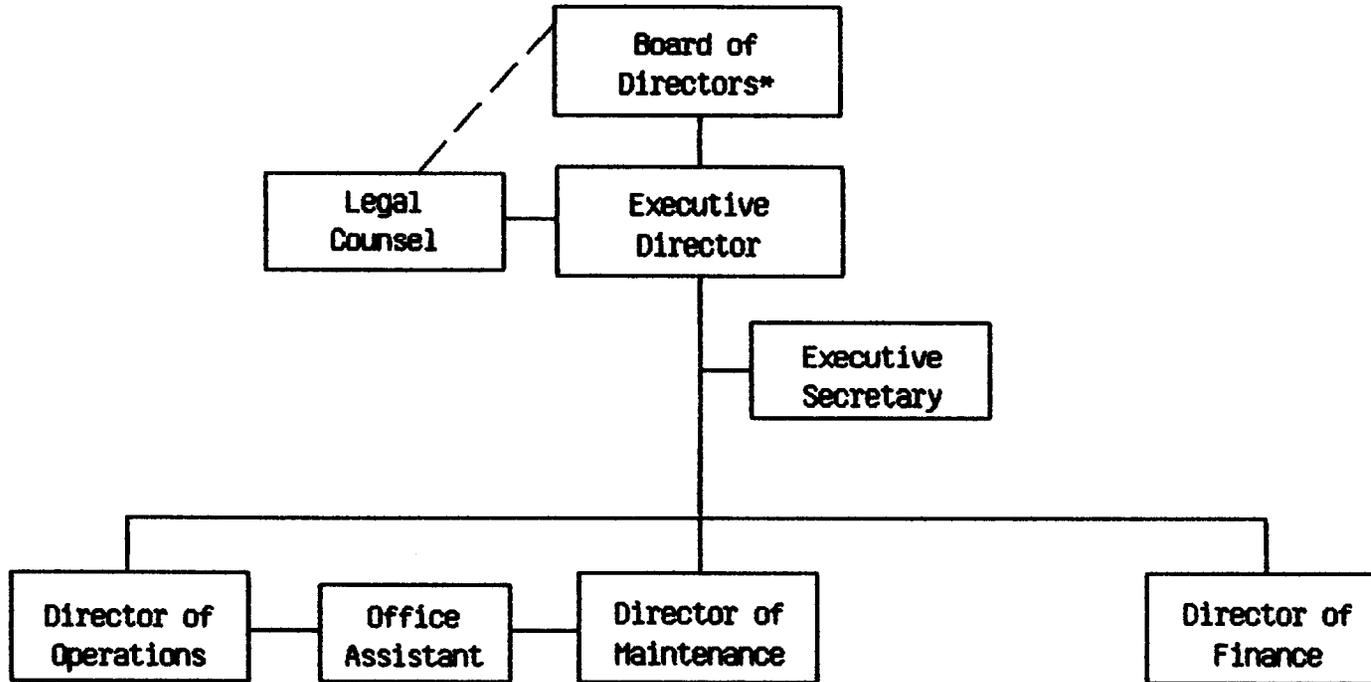
Community Urban Bus Service

Operations	1979	1980	1981	1982	1983
Population base	42,000	42,200	42,300	42,000	49,100
Passengers carried	231,000	277,300	275,500	289,000	290,700
Number of vehicles	6	5	6	6	6
Miles of route	50	50	50	51	50
Veh miles travelled	180,000	175,000	180,800	180,400	190,200
Veh hours provided	15,000	12,800	12,800	15,600	14,100
Revenues					
Farebox	\$ 25,200	\$ 46,200	\$ 54,300	\$ 55,600	\$ 56,300
Local tax	163,400	136,400	247,400	218,900	220,500
Motor veh excise tax	193,400	200,000	188,800	297,300	298,200
Federal funds	8,800	59,200	7,800	30,600	509,500
Other funds	69,100	60,500	73,300	73,400	50,700
Revenue Total	\$ 459,900	\$ 502,300	\$ 571,600	\$ 675,800	\$ 1,135,200
Expenditures					
Capital	\$ 23,800	\$ 5,600	\$ 59,900	\$ 184,300	\$ 636,300
Operations	290,400	324,100	365,500	440,700	403,500
Expenditure Total	\$ 314,200	\$ 329,700	\$ 425,400	\$ 625,000	\$ 1,039,800
Transit Performance					
Passenger/Capita	5.50	6.57	6.51	6.88	5.92
Passenger/Veh hour	15.40	21.66	21.52	18.53	20.62
Op Exp/Veh mile	\$ 1.61	\$ 1.85	\$ 2.02	\$ 2.44	\$ 2.12
Op Exp/Veh hour	\$ 19.36	\$ 25.32	\$ 28.55	\$ 28.25	\$ 28.62
Op Exp/Passenger	\$ 1.26	\$ 1.17	\$ 1.33	\$ 1.52	\$ 1.39
Farebox take/Pass	\$ 0.11	\$ 0.17	\$ 0.20	\$ 0.19	\$ 0.19
Farebox take/Op exp %	8.68	14.25	14.86	12.62	13.95



C-TRAN

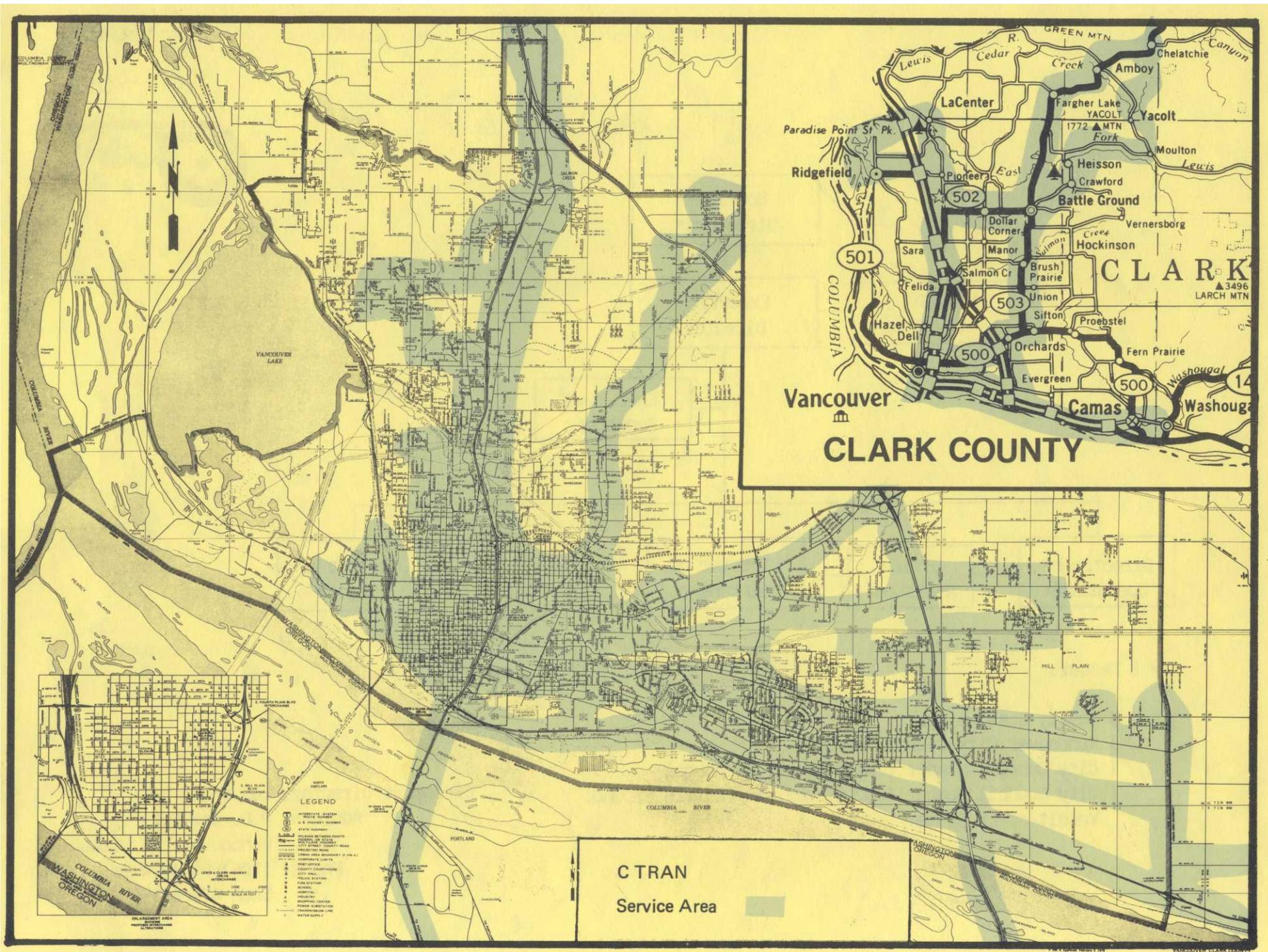
(Clark County)



* 8 Members

- 3 County Commissioners
- 3 Vancouver City Council Members
- 1 City Council Member from Camas or Washougal
- 1 City Council Member from Ridgefield, Battle Ground, Yacolt or La Center

Executive Director: Les White
Address: P.O. Box 2529
Vancouver, WA 98668
Phone: (206)696-4494 or
Scan 476-6799



C-TRAN

HISTORICAL BACKGROUND

Private operators provided transportation services to the public for at least 50 years in Vancouver. Bus service replaced streetcars in the late 1920s, and reached a peak, carrying workers to and from the local shipyards during World War II. Private ownership ended in May 1969, when the City of Vancouver took over operation of the financially pressed Vancouver Bus Company. For 12 years the City operated the Vancouver Transit System with bus routes within the city limits. A PTBA was established in July 1981, C-TRAN (Clark County PTBA) took over the operation of the Vancouver Transit System and began operating county-wide service.

SERVICE

C-TRAN provides service throughout the Vancouver area, to the small urban and rural areas of Clark County, and to Portland, Oregon. C-TRAN's 24 routes serve residential areas, shopping centers, medical centers, government offices, and major employment centers. Fourteen routes serve the Vancouver urban area; seven routes, including one express route, serve the rural and small urban areas of the county. Peak hour commuter service to downtown Portland is provided with two express routes and one limited route. C-TRAN contracts with Tri-Met to provide local service between downtown Vancouver and downtown Portland.

Service is provided Monday through Saturday, with no service on Sundays or major holidays. Buses operate from 5:00 a.m. to 10:00 p.m. on weekdays, and from 6:00 a.m. to 7:30 p.m. on Saturdays. Headways for the Vancouver area are generally 30 minutes during the peak hours Monday through Friday, and 60 minutes during off-peak hours and Saturdays. Headways in the rural and small urban areas of the county are generally 60 minutes Monday through Saturday. Express route headways vary from 15 minutes to 60 minutes during the peak period only, with no service off-peak or Saturday.

During calendar year 1983, C-TRAN logged 1,975,513 miles over 396 miles of route.

ADMINISTRATION, PERSONNEL, AND EQUIPMENT

Overall transit policy is determined by the C-TRAN Board of Directors, composed of eight elected officials from throughout Clark County. Daily operation of the transit agency is supervised by the executive director. C-TRAN is organized into three departments: Finance, Operations, and Maintenance. C-TRAN currently employs the full-time equivalent of 11.70 persons in Administration, 12.50 in vehicle and facility maintenance, 9.0 in operations personnel, 35.31 in full-time bus operators, and 20.25 in part-time bus operators.

C-TRAN operates a fleet of 68 buses, 58 of which were purchased with assistance from UMTA. The remaining 10 buses were purchased with local funds.

Construction was completed in 1983 on C-TRAN's new Administration/Operations/ Maintenance facility.

FINANCE

C-TRAN receives revenues from the Washington State Motor Vehicle Excise Tax and from a county sales tax of .2 percent. The sales tax was reduced from .3 percent effective April 1984. The reduction will be reevaluated in December 1984. Additional revenues come from fares and grant awards.

C-TRAN fares are based on a regionwide fare system in which C-TRAN's two fare zones and Tri-Met's three fare zones are combined into four regional fare zones, which allow easy transferring between the two systems. Valid monthly passes may be used interchangeably on either system. Children six and under ride free when accompanied by an adult. Fares are as follows:

	<u>Per Ride</u>	<u>Zone Fare</u>	<u>1-Zone Pass</u>	<u>2-Zone Pass</u>
Adult	50¢	25¢	\$18	\$25
Youth/Low Income	35¢	15¢	\$12	\$18
Senior/Handicapped	25¢	10¢	\$ 8	\$12

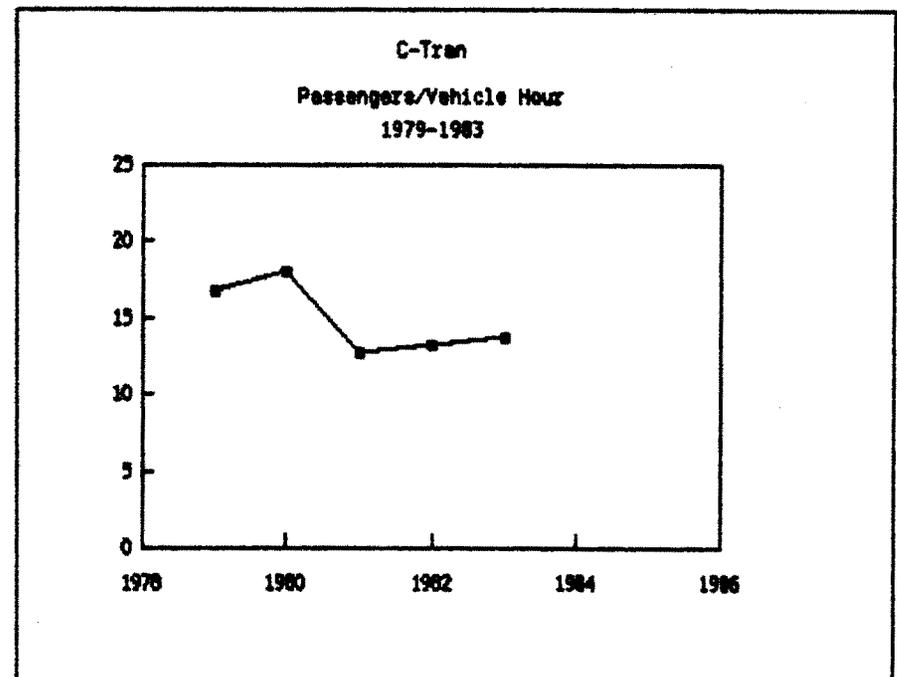
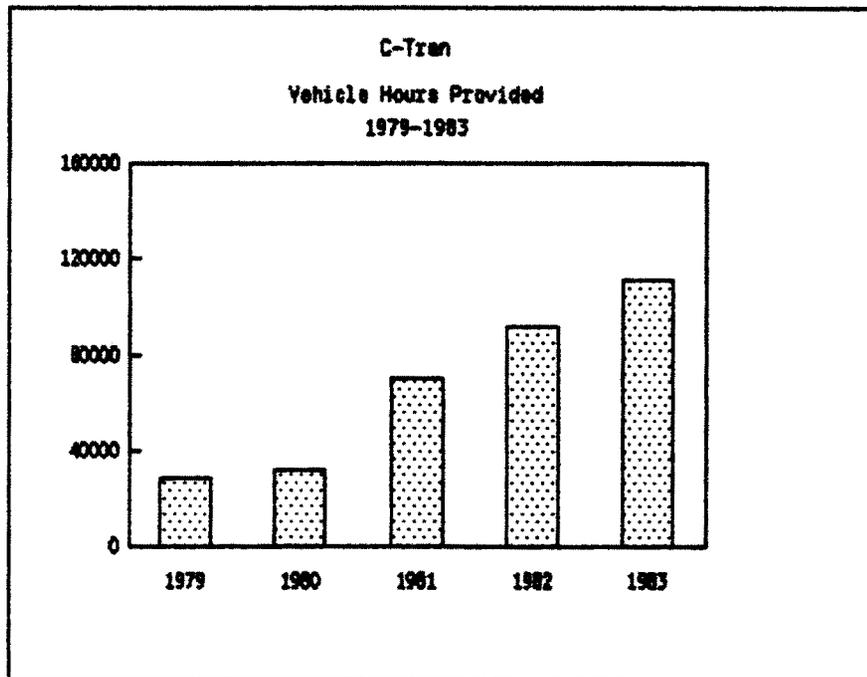
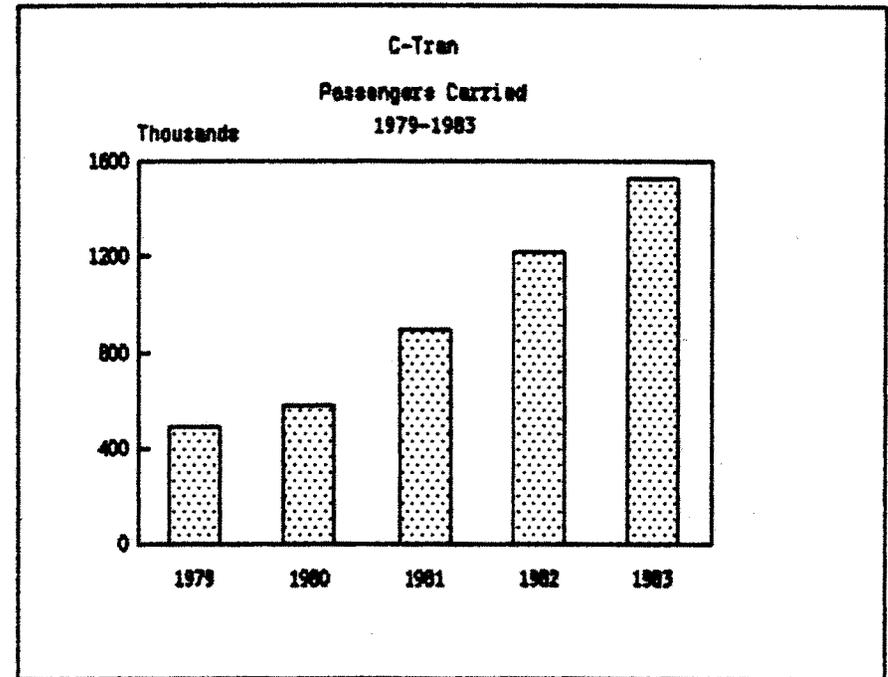
Senior/Handicapped and Youth/Low Income 2-zone passes are valid in all Tri-Met zones. Adult and Low Income 3-zone passes \$32, and all-zone passes are \$40. (Tri-Met does not offer low income fares). Tri-Met transfers are good for credit toward C-TRAN fares, and vice versa.

PATRONAGE

Ridership has shown a steady increase since the introduction of county-wide service in 1981. Ridership in 1983 was 1,522,000, an increase of 29 percent over the 1982 levels.

FUTURE PLANS

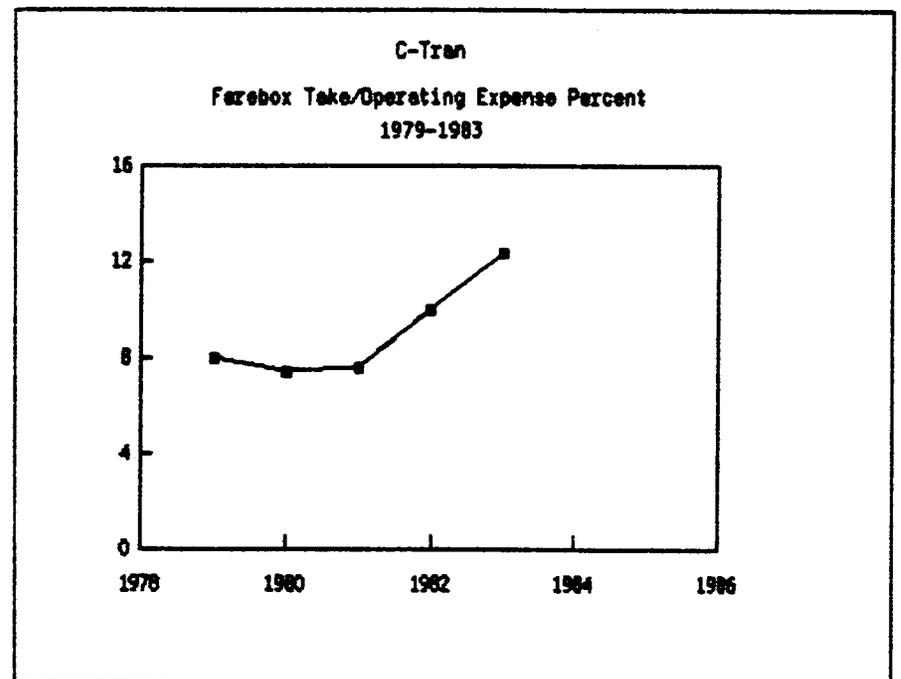
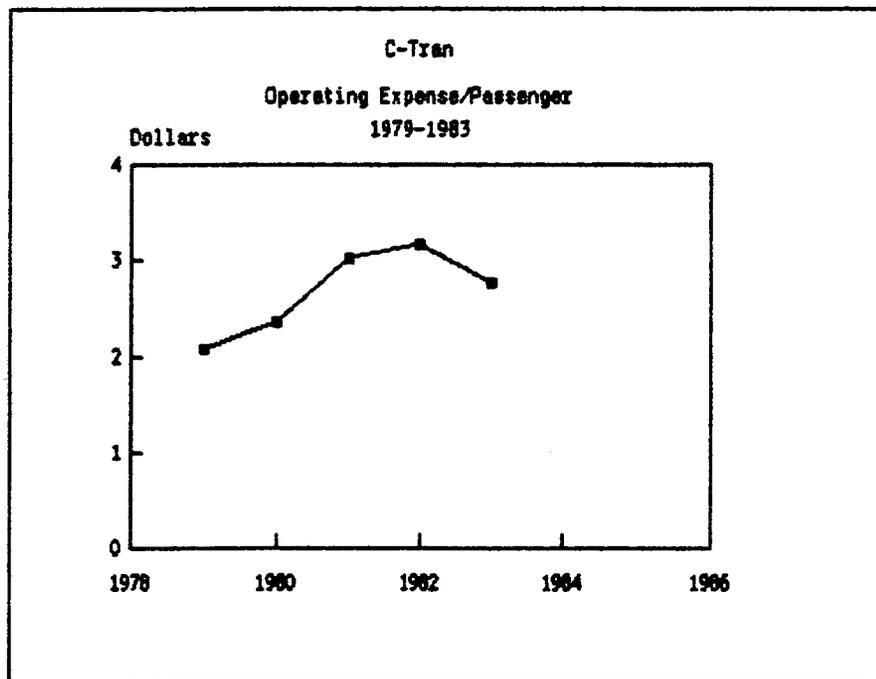
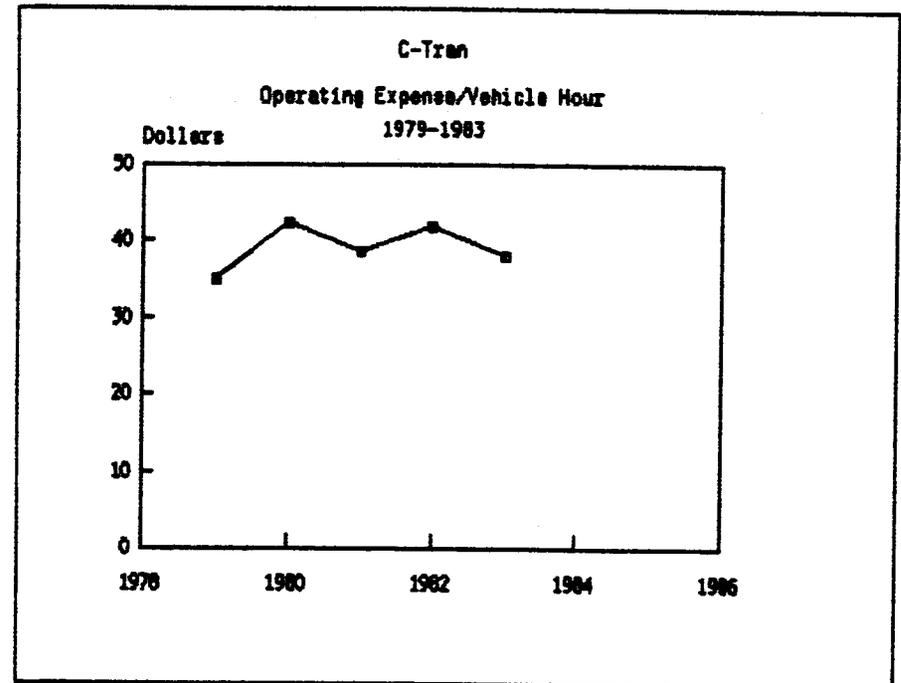
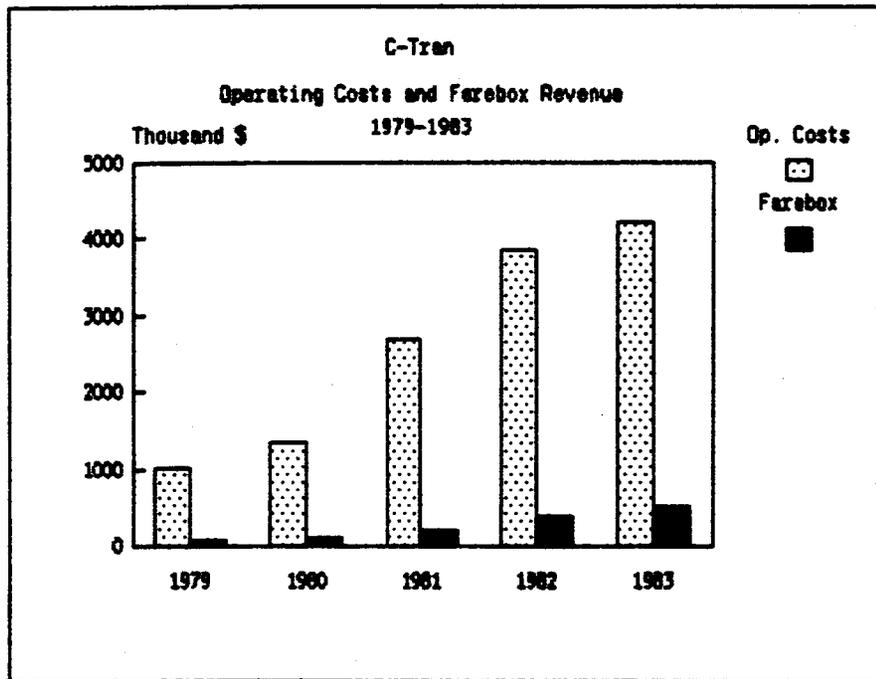
During 1984, C-TRAN plans to construct a two-block downtown transportation center which will replace the current one-half block transit terminal site. In addition, a smaller regional transit center will be constructed at Vancouver Mall to serve as a transfer point between five routes.



General Statistics

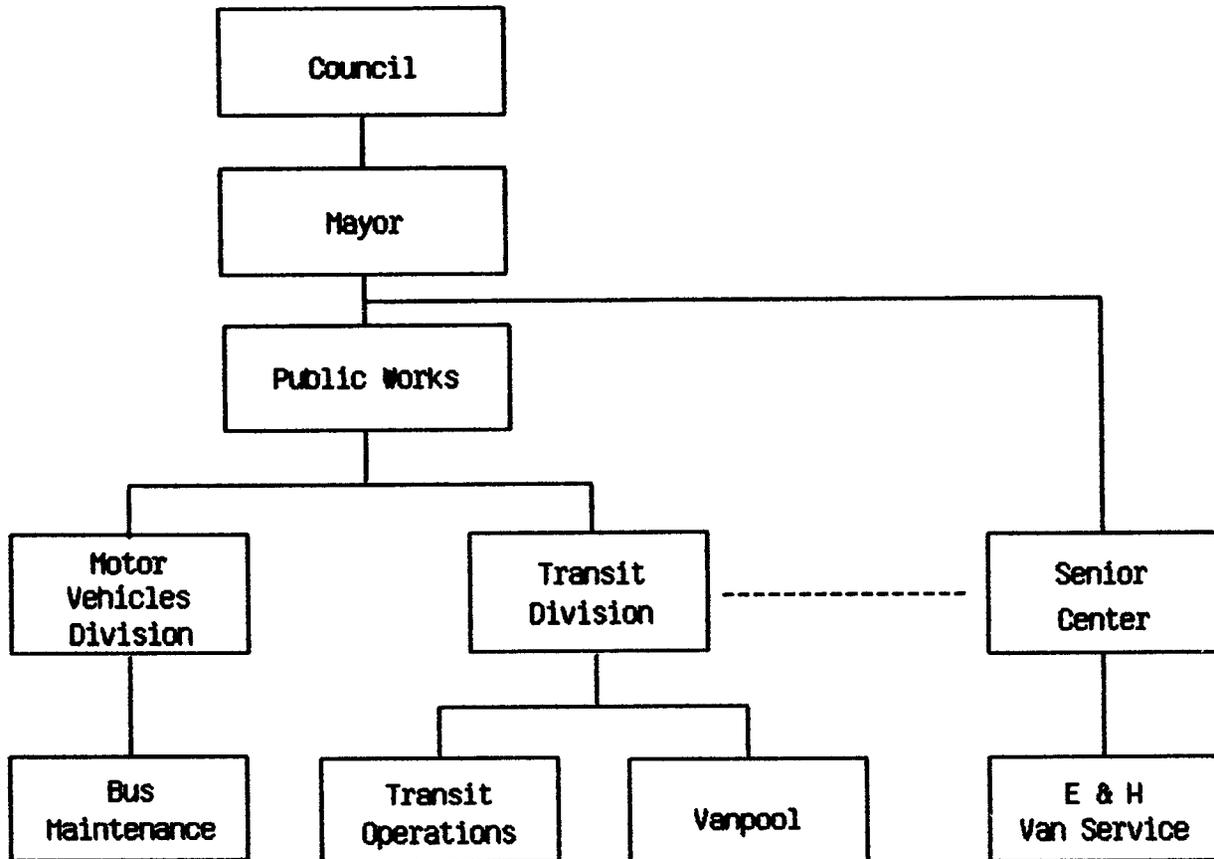
C-Tran

Operations	1979	1980	1981	1982	1983
Population base	47,400	42,800	106,000	198,500	199,900
Passengers carried	487,000	575,000	890,000	1,216,000	1,523,000
Number of vehicles	10	15	25	59	57
Miles of route	45	80	354	295	396
Veh miles travelled	441,000	450,000	981,000	1,646,000	1,976,000
Veh hours provided	29,000	32,000	70,000	92,000	111,000
Revenues					
Farebox	\$ 80,900	\$ 99,800	\$ 204,800	\$ 384,300	\$ 519,000
Local tax	232,500	238,200	2,152,400	2,927,800	3,163,400
Motor veh excise tax	225,000	235,000	1,925,100	2,856,000	3,174,300
Federal funds	761,200	569,100	1,108,600	5,345,100	3,642,600
Other funds	18,100	6,000	131,700	359,300	422,300
Revenue Total	\$ 1,317,700	\$ 1,148,100	\$ 5,522,600	\$ 11,872,500	\$ 10,921,600
Expenditures					
Capital	\$ 0	\$ 36,500	\$ 1,173,600	\$ 7,037,500	\$ 4,510,800
Operations	1,015,300	1,354,700	2,697,500	3,849,900	4,210,900
Expenditure Total	\$ 1,015,300	\$ 1,391,200	\$ 3,871,100	\$ 10,887,400	\$ 8,721,700
Transit Performance					
Passenger/Capita	10.27	13.43	8.40	6.13	7.62
Passenger/Veh hour	16.79	17.97	12.70	13.22	13.72
Op Exp/Veh mile	\$ 2.30	\$ 3.01	\$ 2.75	\$ 2.34	\$ 2.13
Op Exp/Veh hour	\$ 35.01	\$ 42.33	\$ 38.54	\$ 41.85	\$ 37.94
Op Exp/Passenger	\$ 2.08	\$ 2.36	\$ 3.03	\$ 3.17	\$ 2.76
Farebox take/Pass	\$ 0.17	\$ 0.17	\$ 0.23	\$ 0.32	\$ 0.34
Farebox take/Op exp %	7.97	7.37	7.59	9.98	12.33

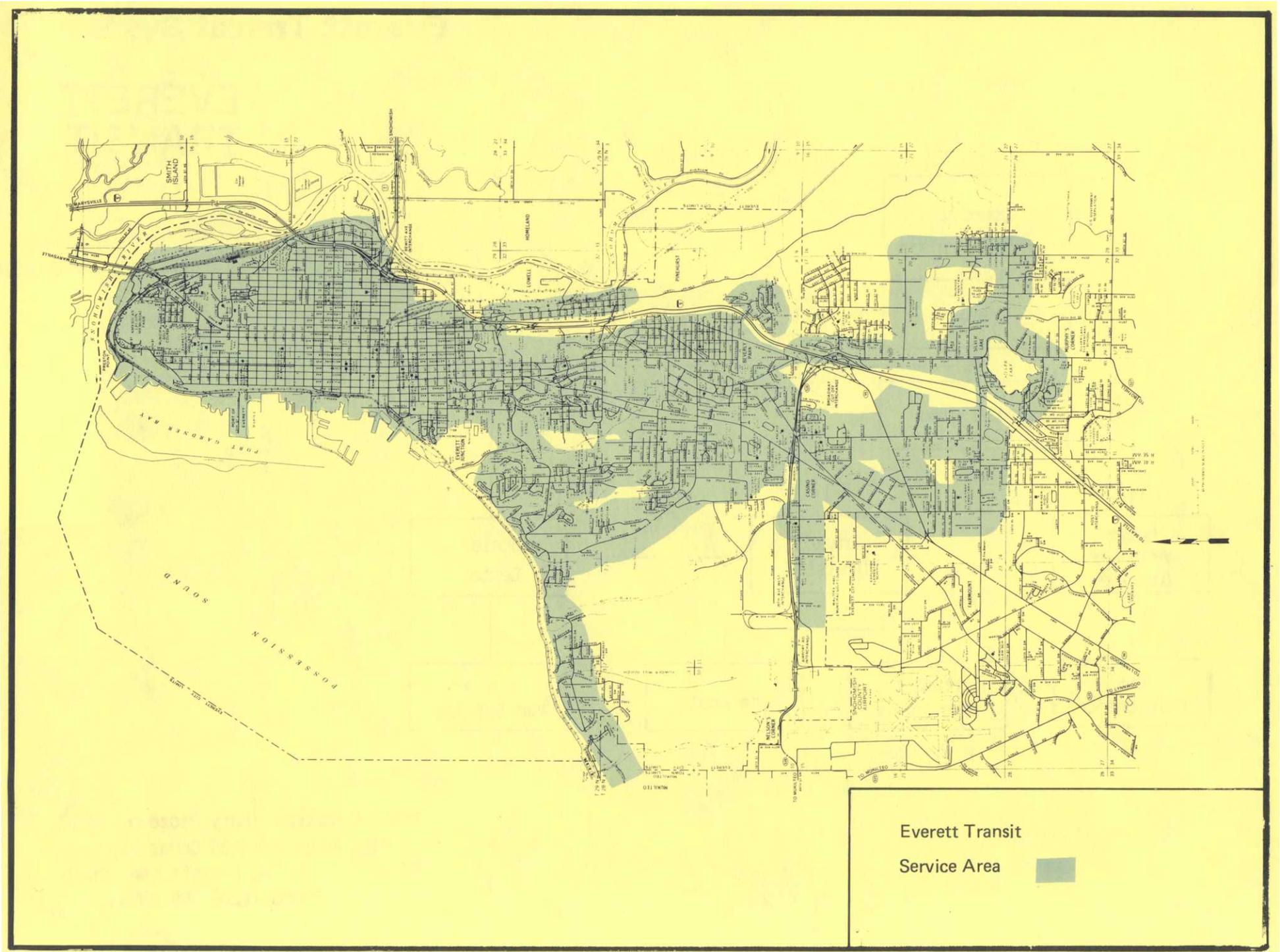


Everett Transit System

EVERETT TRANSIT



Transit Manager: Mary Riordan
Address: 3200 Cedar St.
Everett, WA 98201
Phone: (206)259-8896



EVERETT TRANSIT

HISTORICAL BACKGROUND

The City of Everett has been in the transit business for over ten years, having purchased the privately operated Everett Bus Lines in December 1969. Operations began with a fleet of ten aged GMC buses; six additional used buses were purchased the following year in order to provide expanded service. Planning began immediately to upgrade the system and the City submitted an application to UMTA for a capital grant to purchase new buses and other new facilities such as bus shelters and a fleet cleaning system. The current fleet of 34 buses operates over 95 miles of routes throughout Everett.

SERVICE

Routes have been extensively revised in recent years. Sixteen routes currently serve the city. These provide service to nearly all parts of Everett, plus Mukilteo, Murphy's Corner, and the Silver Lake area. Service is provided Monday through Sunday from 5:45 a.m. through 8:45 p.m. (Saturday and Sunday service is reduced approximately three hours). Headways are primarily 30 minutes during peak hours and 60 minutes during non-peak hours. Saturday service is generally hourly service except for two routes in the north end of the city and the two CBD -Mall routes.

Everett Transit finances the van transportation of elderly and the handicapped people through the Everett Senior Center. This program includes five lift-equipped vans. This service is provided seven days a week with 12 hours of operation Monday through Saturday and eight hours of service on Sundays.

ADMINISTRATION, PERSONNEL AND EQUIPMENT

Everett Transit is owned and operated by the City of Everett. The City provides the administrative staff which includes a transit manager, one administrative assistant, two transit inspectors, two secretaries, one clerk, and one administrative intern. The fleet of 34 diesel buses, including 20 - 1973 vintage coaches, 3 - 1980 Gilligs, and 11 - 1983

Orion coaches is operated by 48 drivers. All maintenance is performed in city shops. In 1983 the fleet traveled 1,021,614 miles.

FINANCES

Everett Transit depended on household and employee taxes as its major sources of revenue through 1978. A 1978 ballot issue approved by the voters, initiated a .03 of 1 percent sales tax as the local source of revenue in 1979. This tax should provide sufficient funding to meet operating expenses and also provide the base capital expenditures needed to improve the efficiency and attractiveness of the system. The only other major source of revenue is passenger revenue which will generate approximately \$265,000 in 1984.

Adults and students pay a fare of 30 cents and the elderly and handicapped pay 15 cents. Everett Transit now has a transfer system. A transfer is issued upon request and is good for one ride within a two hour period. Ticket books are also available. There are 44 tickets in each book. Adults: \$12.50, Students: \$10.00, Senior/Handicapped: \$5.00.

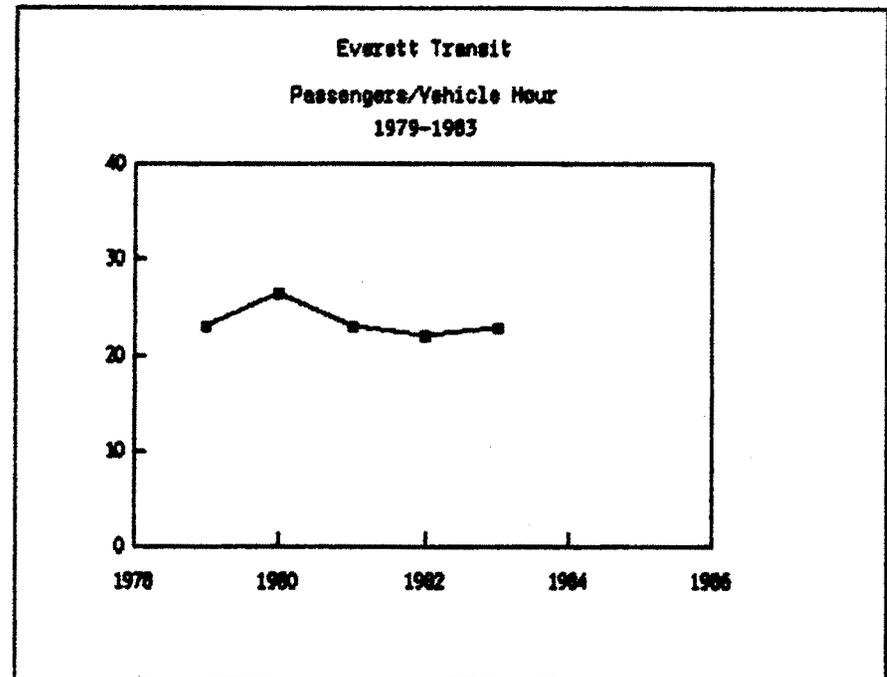
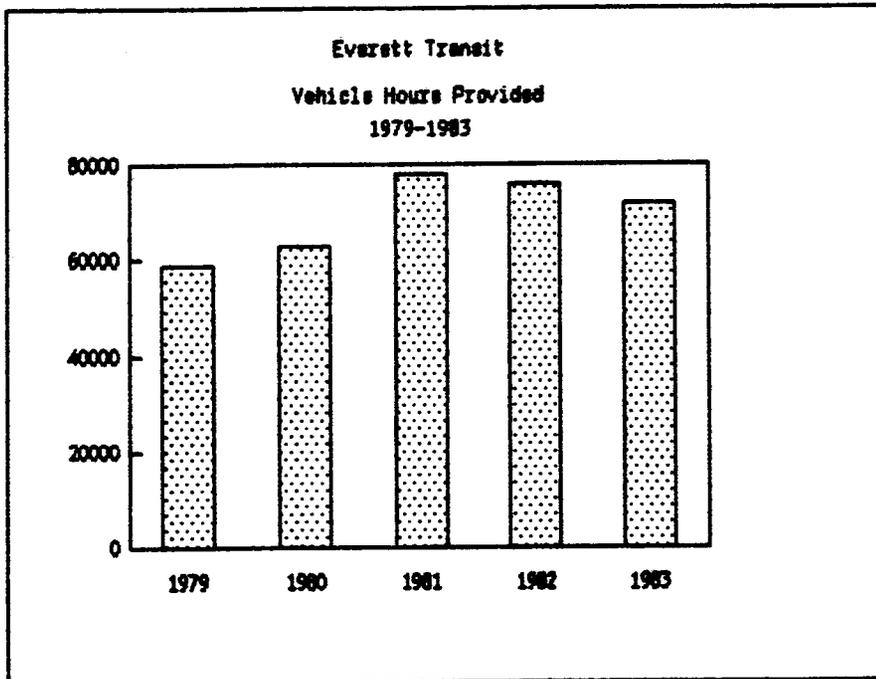
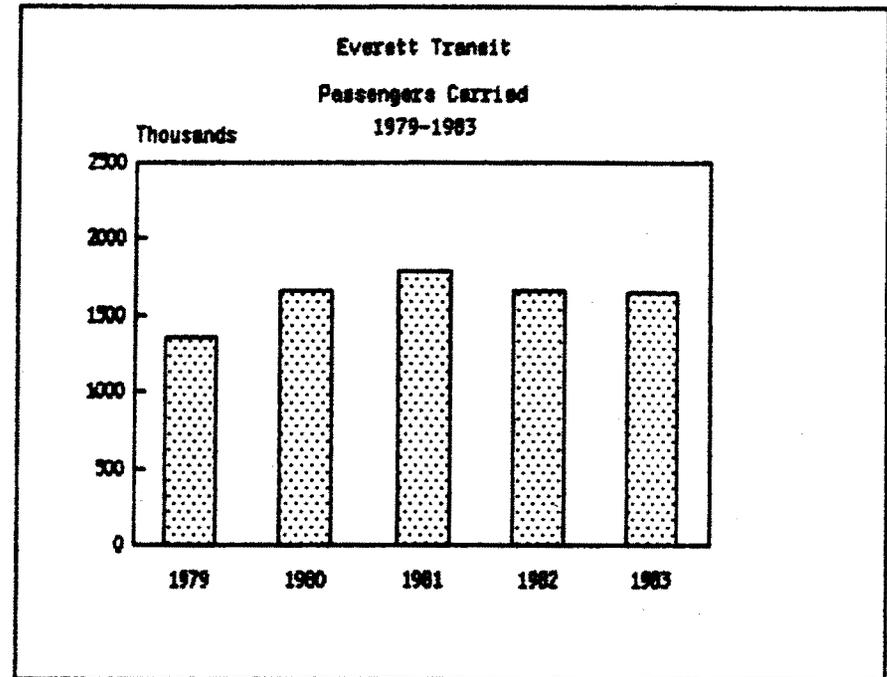
PATRONAGE

System patronage peaked at 956,000 during the energy crisis in early 1974, but stabilized at approximately pre-crisis levels later in the year as gasoline supplies increased. This factor, plus fare increases and route modifications, caused a 21 percent drop in ridership during 1975, but increases in ridership occurred for the period 1976 to 1981.

The economic difficulties which created layoffs and other factors substantially reduced the 1982 ridership. Total ridership in 1983 was 1,645,195, a stabilization of the 1982 number. With an improving economy, 1984 should show moderate ridership gains. Surveys indicate that patrons are split as follows: 35 percent youth; 40 percent middle aged; and 25 percent elderly.

FUTURE PLANS

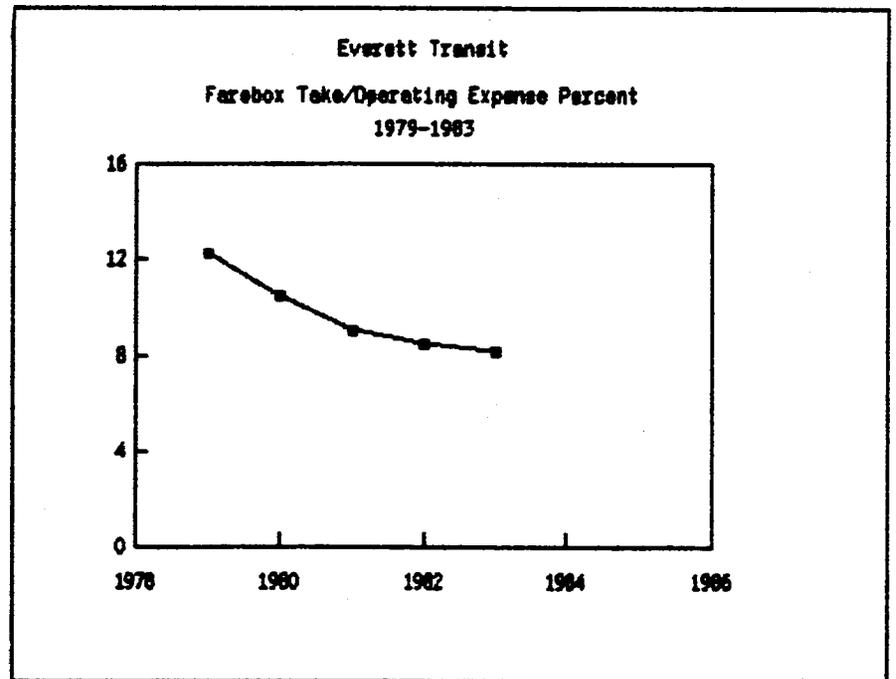
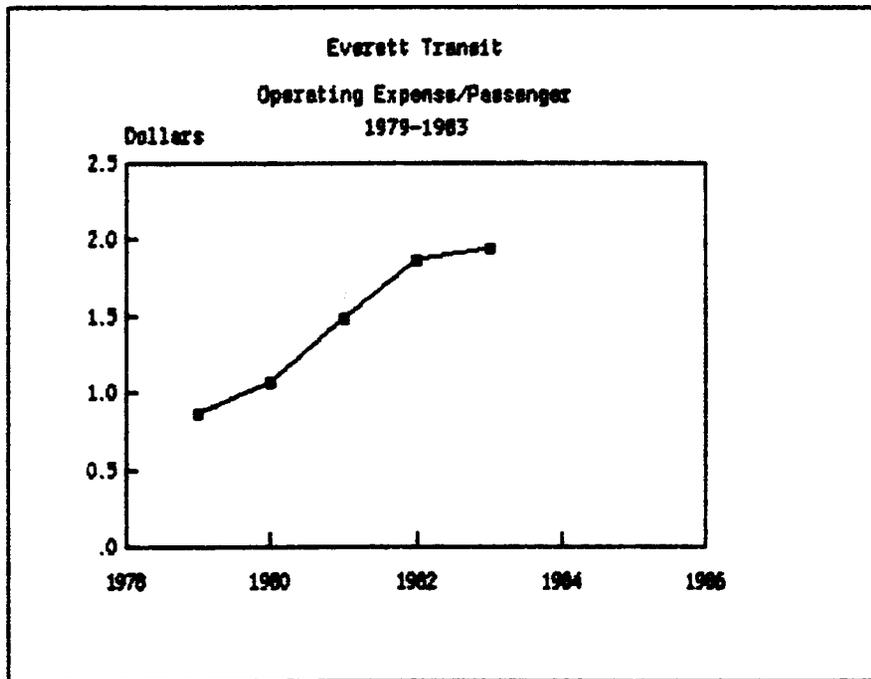
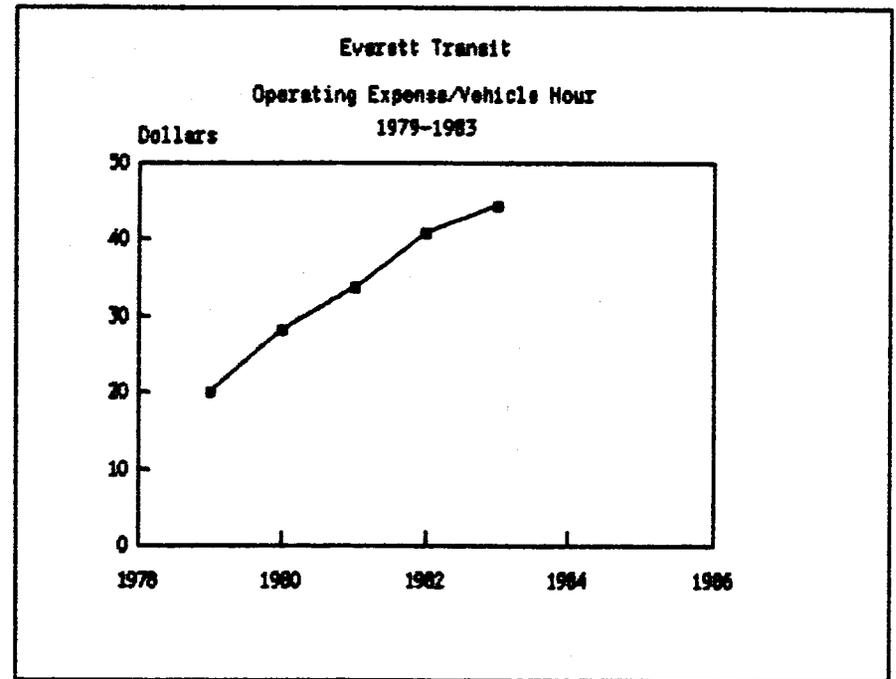
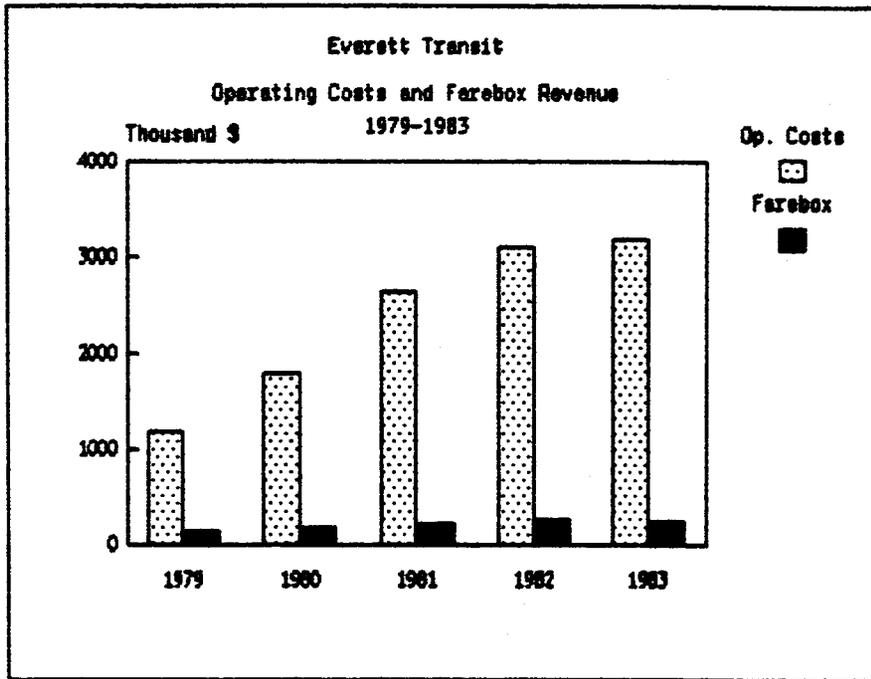
The prospect of a static or declining economy in the near future puts further expansion plans into 1985 or 1986. A rebuilding program for the older vehicles in the fleet is planned to begin in 1984. An express route between downtown and the Southwest Everett Industrial Development could be initiated in 1985. The system will be continued at basically the same level of service with an eye to when additional growth will necessitate additional service.



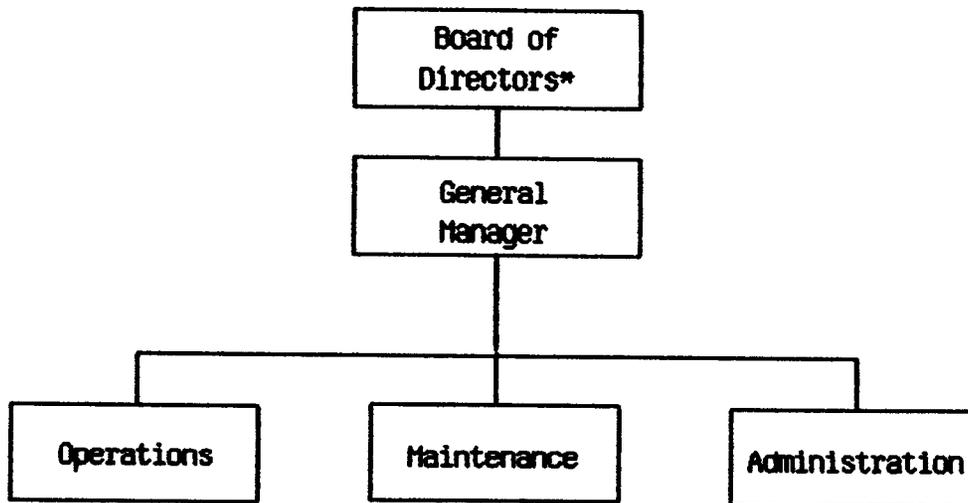
General Statistics

Everett Transit System

Operations	1979	1980	1981	1982	1983
Population base	54,600	54,400	56,000	57,000	56,200
Passengers carried	1,359,000	1,667,000	1,788,000	1,666,000	1,645,000
Number of vehicles	22	29	35	32	43
Miles of route	65	119	83	95	95
Veh miles travelled	705,000	758,000	1,067,000	1,080,000	1,021,600
Veh hours provided	59,000	63,000	78,000	76,000	72,000
Revenues					
Farebox	\$ 144,800	\$ 186,300	\$ 239,200	\$ 262,700	\$ 260,200
Local tax	1,547,900	2,202,900	2,141,000	2,022,100	2,238,300
Motor veh excise tax	0	0	0	0	0
Federal funds	401,500	0	1,135,400	1,199,000	1,371,900
Other funds	208,000	86,000	140,400	240,300	257,000
Revenue Total	\$ 2,115,000	\$ 2,475,200	\$ 3,656,000	\$ 3,724,100	\$ 4,127,400
Expenditures					
Capital	\$ 3,000	\$ 206,600	\$ 793,900	\$ 168,400	\$ 1,506,600
Operations	1,182,100	1,780,500	2,641,700	3,089,400	3,190,000
Expenditure Total	\$ 1,185,100	\$ 1,987,100	\$ 3,435,600	\$ 3,266,800	4,696,600
Transit Performance					
Passenger/Capita	24.89	30.64	31.93	29.23	29.27
Passenger/veh hour	23.03	26.46	22.92	21.92	22.85
Op Exp/veh Mile	\$ 1.68	\$ 2.35	\$ 2.46	\$ 2.87	\$ 3.12
Op Exp/Veh hour	\$ 20.04	\$ 28.26	\$ 33.87	\$ 40.77	\$ 44.31
Op Exp/Passenger	\$ 0.87	\$ 1.07	\$ 1.48	\$ 1.86	\$ 1.94
Farebox take/Pass	\$ 0.11	\$ 0.11	\$ 0.13	\$ 0.16	\$ 0.16
Farebox take/Op exp %	12.25	10.46	9.05	8.48	8.16



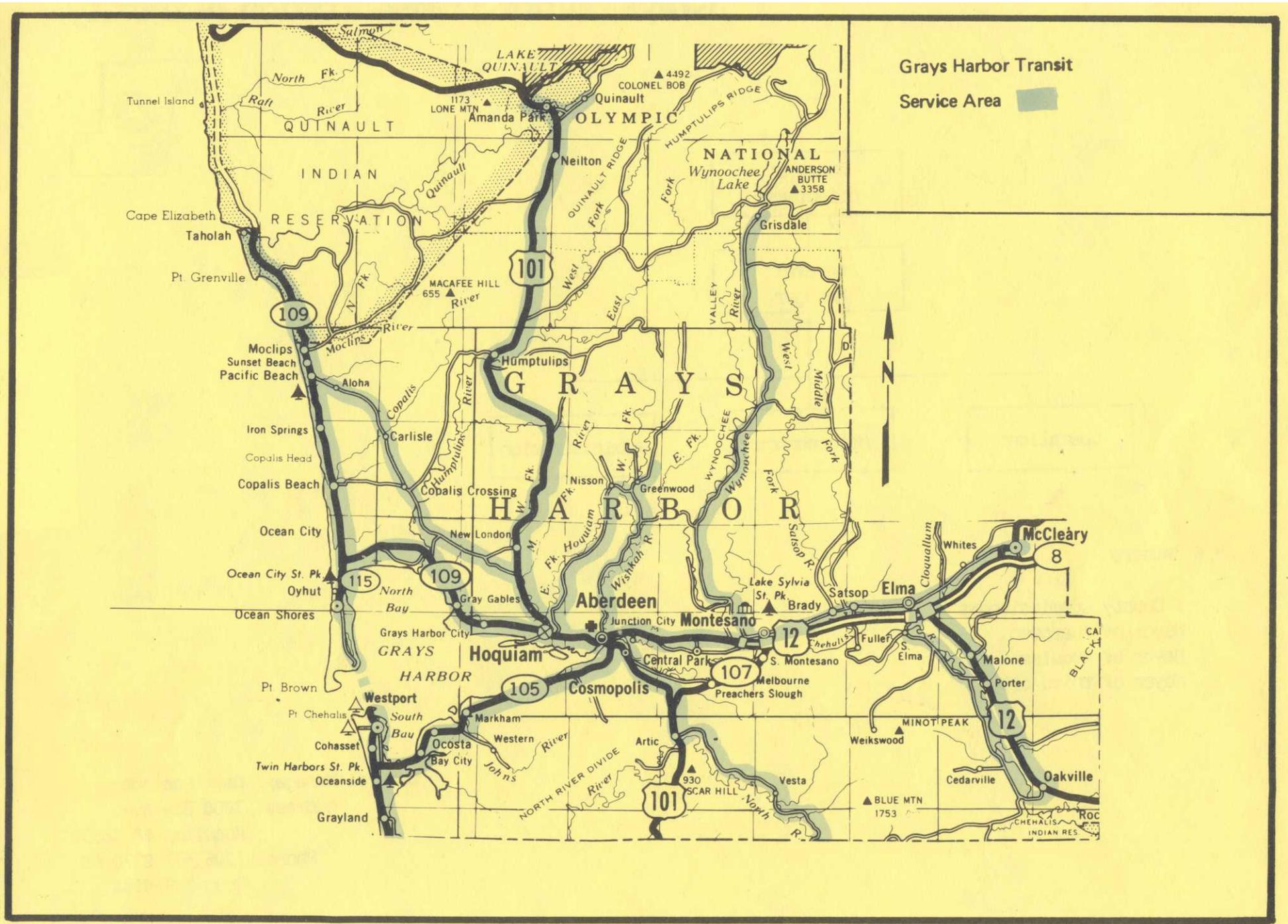
Grays Harbor Transportation Authority



*** 6 Members**

3 County Commissioners
Mayor of Aberdeen
Mayor of Hoquiam
Mayor of third city

General Manager: Dave Rostedt
Address: 3000 Bay Ave.
Hoquiam, WA 98550
Phone: (206)532-2270 or
Scan 325-9364



Grays Harbor Transit
Service Area

GRAYS HARBOR TRANSPORTATION AUTHORITY

HISTORICAL BACKGROUND

The Aberdeen-Hoquiam urban area was served by the privately owned Tri-City Transit Company until October 1968, when it discontinued service. By that time ridership had dropped drastically; service had been cut and was undependable. In the years following, surveys and public hearings were conducted to determine the type of public transportation and the extent of service that would best meet the needs of the county. In June 1974, the Grays Harbor Transportation Authority was created. In November 1974, voters approved a .3 percent sales tax (effective January 1975) to fund transit operations. The sales tax levy was reduced by the Authority to .2 percent effective July 1, 1979. Public transportation service began on June 16, 1975 with five used buses purchased by the Authority and the Authority contracted with Washington Coast Lines to operate them. In January 1979, the Authority began direct operation of the entire system.

SERVICE

The initial system service consisted of an eight hour operating period in the urban area six days per week. In November 1975, the bus service had expanded to 12 hours per day, five days per week, and eight hours on Saturday.

In addition to the urban area service, initial service was integrated with Washington Coast Lines runs from Hoquiam to McCleary by adding three additional trips per day, six days per week. Service was also provided three times per day, Monday through Saturday, between the urban area and Ocean Shores and twice per day to Westport. Finally, one day per week, two trips were made to Lake Quinault (Tuesday), Taholah (Wednesday), Wishkah (Thursday), and Oakville (Friday). The object in providing this level of initial service was to provide at least a minimal level of service to all county residents.

By January of 1984 the operation had expanded to serve the entire county by providing:

- Seven day a week fixed bus routes to Aberdeen, Hoquiam, Cosmopolis, Montesano, Elman, McCleary, Olympia, Lake Quinault, Ocean Shores, Ocean City, Copalis Beach, Pacific Beach, Westport, and Grayland.
- Monday through Friday fixed bus route to the North River area.
- Monday through Friday Dial-a-Ride service in Westport/Grayland, Ocean Shores, Montesano/Central Park, Elma/McCleary, and Oakville.
- Monday through Friday Dial-a-Ride for the handicapped throughout the entire county.
- Two day per week Dial-a-Ride in the rural Wishkah Valley.
- Westport to Ocean Shores passenger ferry service, daily Memorial Day through Labor Day and weekends only throughout the year.

The system now operates over 475 miles of route. In 1983 buses traveled 1,545,156 miles and the system provided 79,748 hours of service.

Bus service is available seven days a week. Intervals between buses vary greatly depending on the route and time of day. The basic Aberdeen to Hoquiam service operates on approximately 20 minute headways with other routes running less frequently. Dial-a-Ride services are available on a same day request basis, five days each week between 8:30 a.m. and 6:00 p.m. No service is offered on major holidays.

ADMINISTRATION, PERSONNEL, AND EQUIPMENT

The Grays Harbor Transportation Authority consists of the three county commissioners, the mayor of the most populated city within the county (Aberdeen), the mayor of a city with a population over 5,000 (Hoquiam) and the mayor of a city with a population of less than 5,000.

The system currently employs four administrative personnel, 43 bus operators, two dispatchers, and nine maintenance employees. The Authority has operated the system directly since 1979 when the operational contract with Washington Coast Lines was discontinued. In January of 1984, the Authority purchased Washington Utilities and Transportation Commission Certificate #15 from Washington Coast Lines and began providing the bus service between Olympia and Grays Harbor.

The Authority provides service with 28 diesel coaches and 20 vans. The vehicles are all equipped with two-way radios. The maintenance and administration base is located in the industrial area of Hoquiam. Over 90 sheltered bus stops are provided for the convenience of the riders.

FINANCE

The Grays Harbor Transportation Authority was funded by a .3 percent sales tax from its inception through June 1979. Since July 1, 1979 the system's tax rate has been .2 percent.

Fares for the system are as follows:

Zone One (Grays Harbor County)

Adults 25¢

Children under 6 free with an adult

Zone Two (McCleary - Olympia)

Adults 50¢

Children under 6 free with an adult

Monthly passes for unlimited rides are also available at a cost of \$10/month for regular adult users and \$2.50 for the senior (65 and over) and disabled users. Rider passes in books of 20 rides are also available at a cost of \$5.00 for regular adult riders and \$2.50 for senior and disabled riders.

PATRONAGE

In 1968 when the private transit company ceased operation, 101,300 passengers were carried. In 1976 the first full year of operation, the Grays Harbor Transportation Authority carried 205,000 passengers. Total ridership for 1983 was 1,206,025.

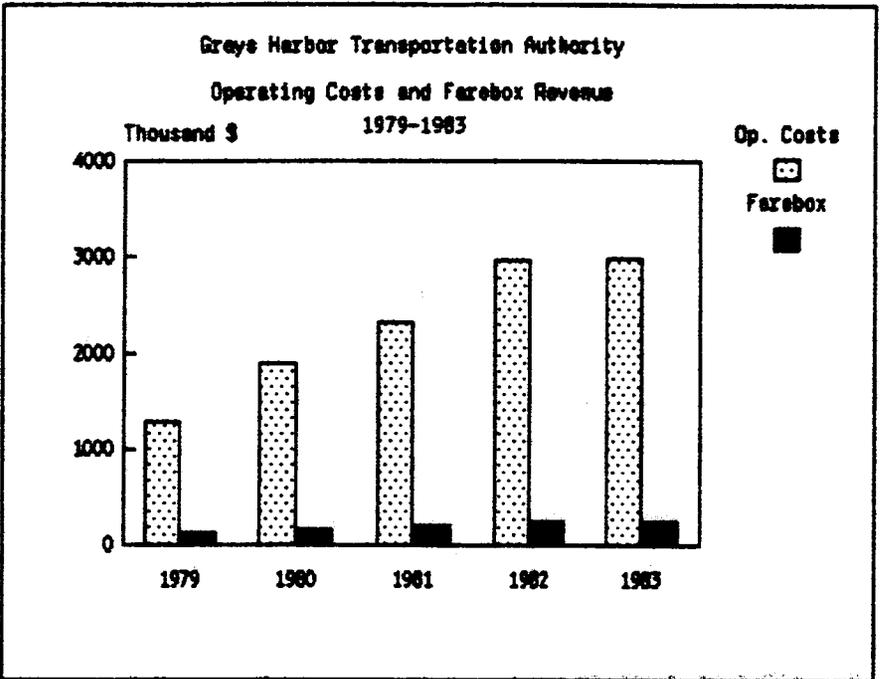
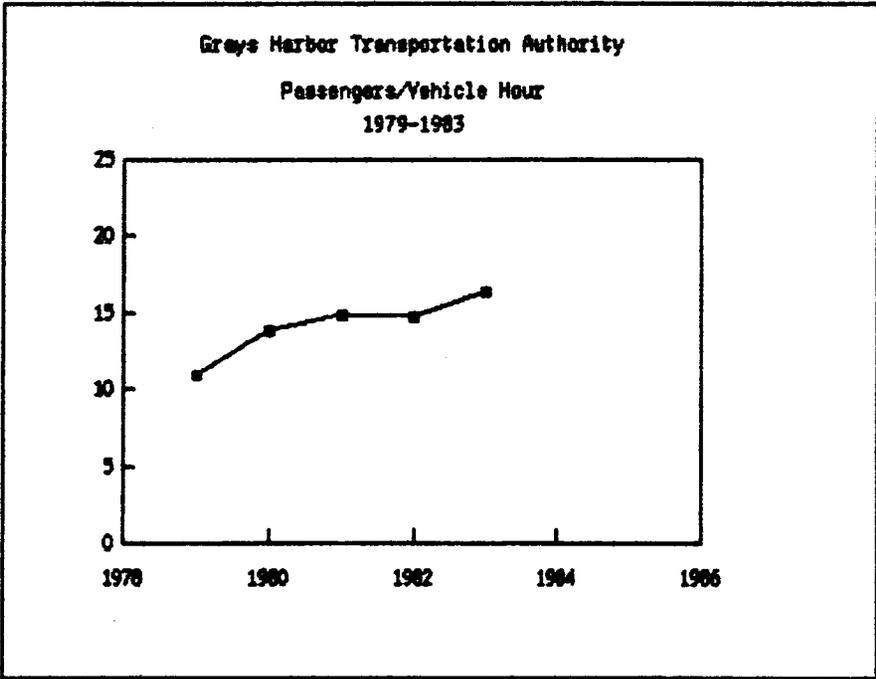
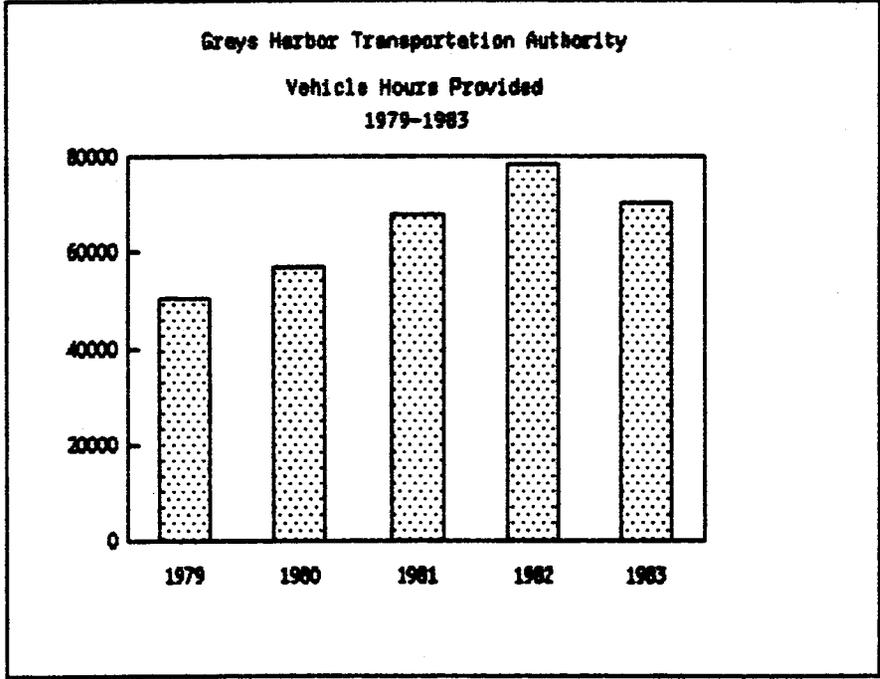
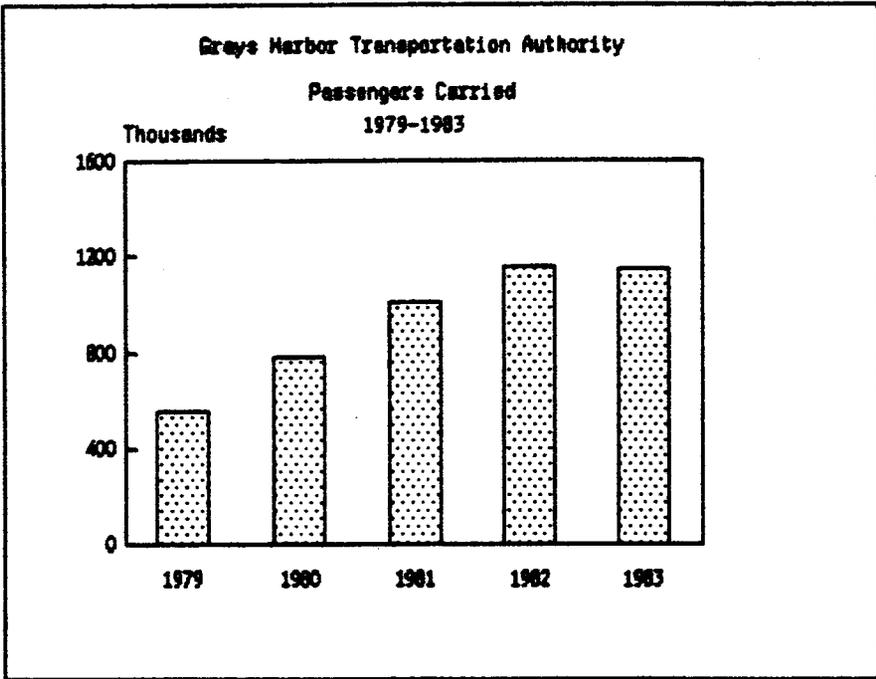
FUTURE PLANS

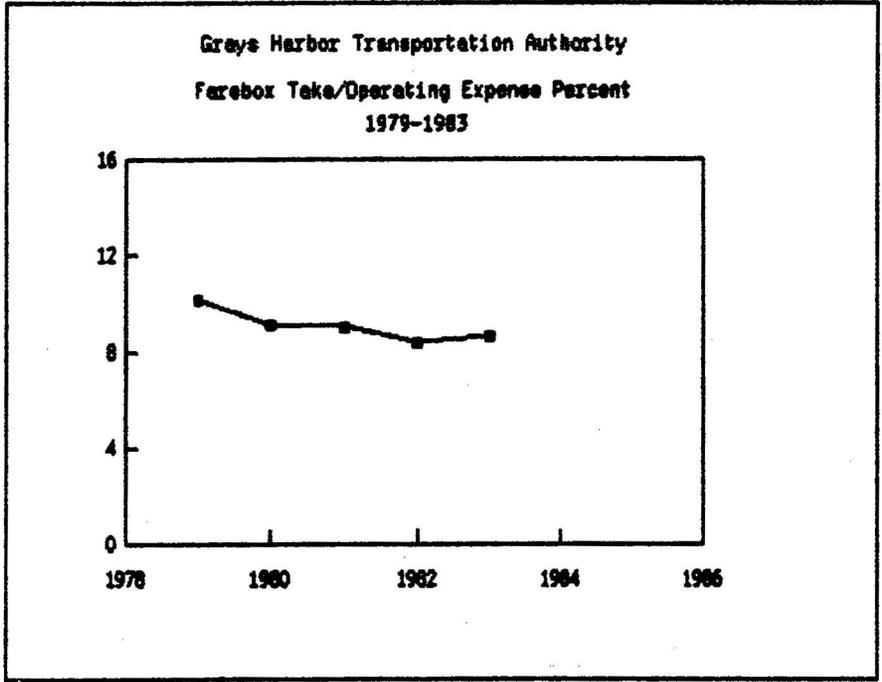
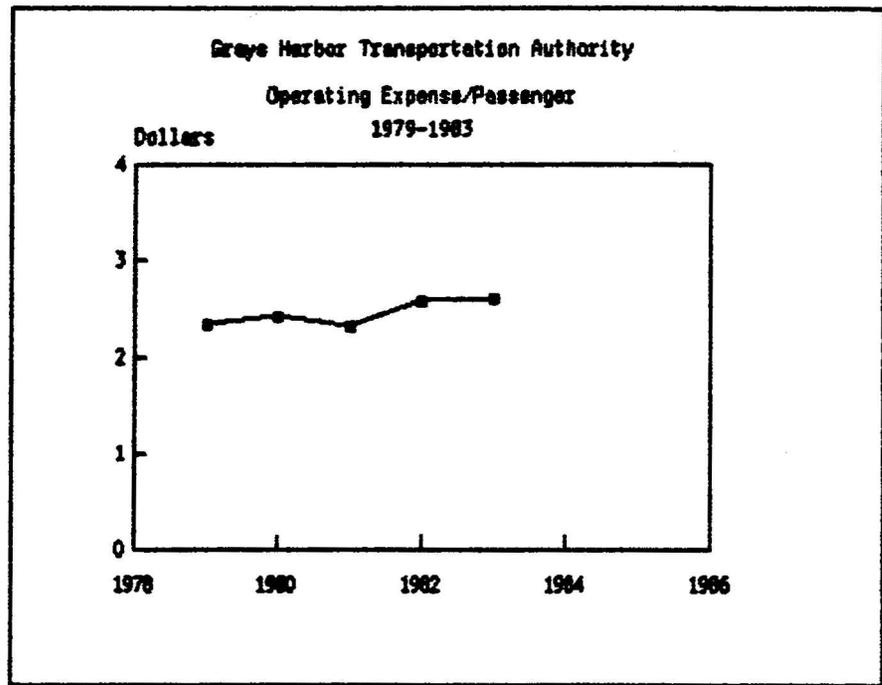
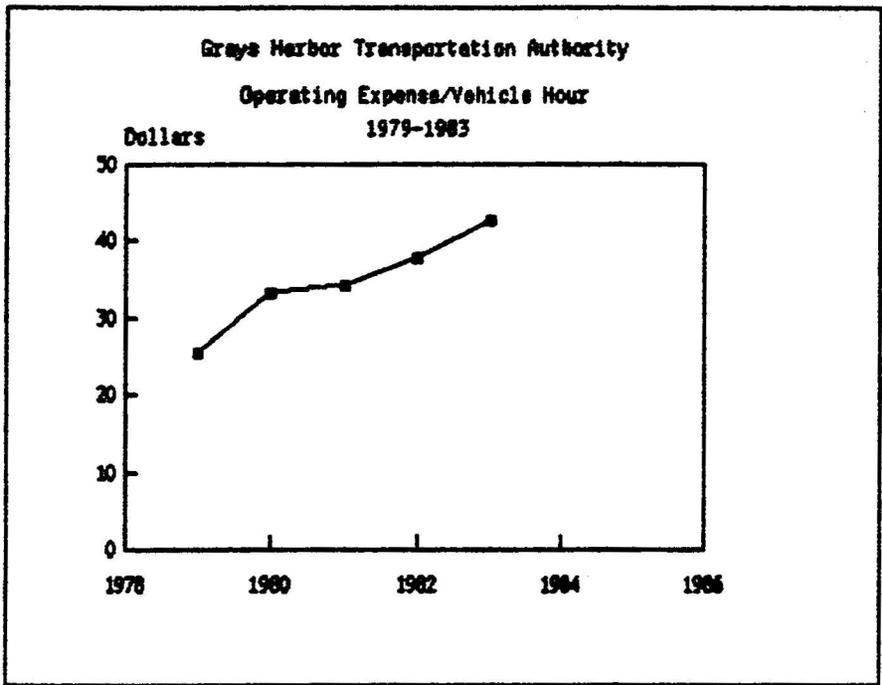
Planning efforts for the future course of the Grays Harbor system are currently in progress. A transit development plan, which will focus on service and route improvements for the next five years, is now being prepared by the Grays Harbor Regional Planning Commission. A part of this study will be to determine the feasibility of a downtown Aberdeen transit mall. Short range improvements include moving the downtown Aberdeen bus stop, expanded express service, development of park and ride lots; and a continuing process of providing for future rider growth.

General Statistics

Grays Harbor Transportation Authority

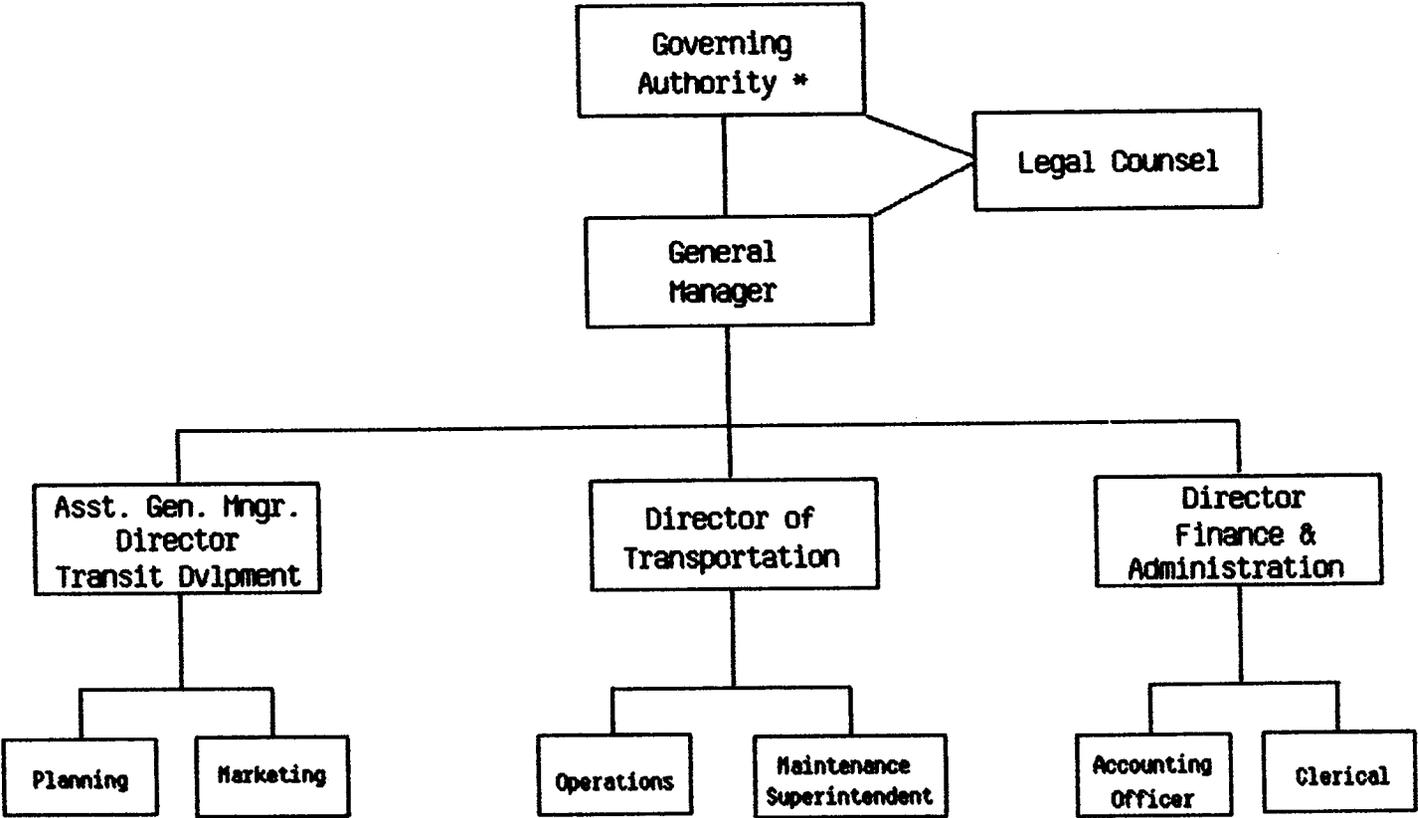
Operations	1979	1980	1981	1982	1983
Population base	63,700	66,300	66,800	66,100	65,800
Passengers carried	552,000	783,000	1,008,000	1,151,000	1,147,000
Number of vehicles	25	30	33	43	43
Miles of route	375	375	457	457	457
Veh miles travelled	972,000	810,000	1,033,000	1,170,000	1,234,000
Veh hours provided	50,400	56,800	67,800	78,400	70,000
Revenues					
Farebox	\$ 130,000	\$ 172,800	\$ 208,900	\$ 248,700	\$ 256,200
Local tax	1,532,300	1,447,600	1,843,600	1,665,400	1,270,100
Motor veh excise tax	1,000,000	1,437,500	1,133,900	1,138,900	1,106,300
Federal funds	476,700	80,600	115,400	0	0
Other funds	330,300	650,500	952,300	1,124,000	903,100
Revenue Total	\$ 3,469,300	\$ 3,789,000	\$ 4,254,100	\$ 4,177,000	\$ 3,535,700
Expenditures					
Capital	\$ 249,800	\$ 434,700	\$ 497,800	\$ 1,014,100	\$ 17,100
Operations	1,283,600	1,892,200	2,325,400	2,961,700	2,985,800
Expenditure Total	\$ 1,533,400	\$ 2,326,900	\$ 2,823,200	\$ 3,975,800	\$ 3,002,900
Transit Performance					
Passenger/Capita	8.67	11.81	15.09	17.41	17.43
Passenger/Veh hour	10.95	13.79	14.87	14.68	16.39
Op Exp/Veh mile	\$ 1.32	\$ 2.34	\$ 2.25	\$ 2.53	\$ 2.42
Op Exp/Veh hour	\$ 25.47	\$ 33.31	\$ 34.30	\$ 37.78	\$ 42.65
Op Exp/Passenger	\$ 2.33	\$ 2.42	\$ 2.31	\$ 2.57	\$ 2.60
Farebox take/Pass	\$ 0.24	\$ 0.22	\$ 0.21	\$ 0.22	\$ 0.22
Farebox take/Op exp %	10.13	9.13	8.98	8.40	8.58





Intercity Transit

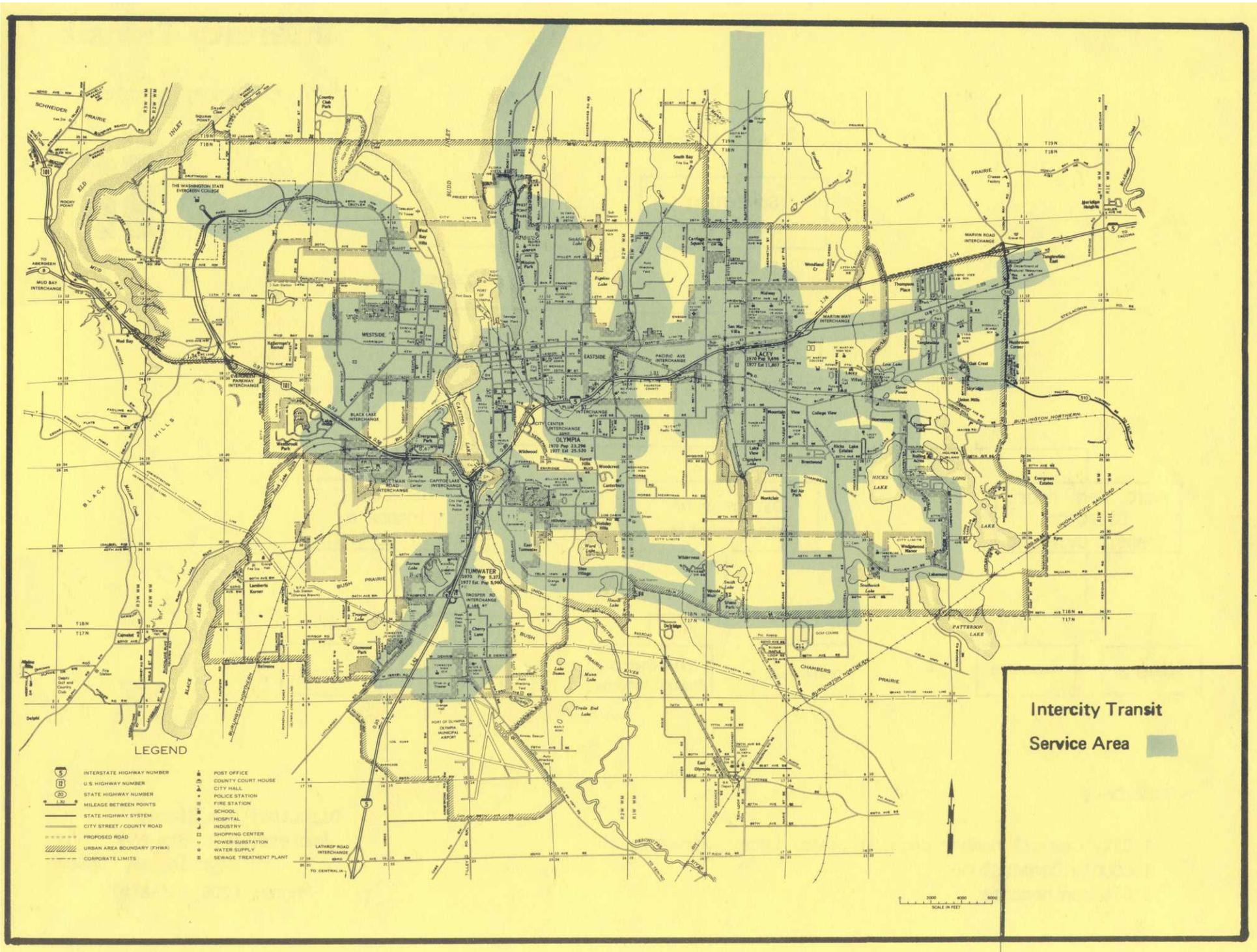
(Olympia-Lacey-Tumwater)



* 7 Members

- 1 City Council Member each: Olympia; Lacey; Tumwater
- 1 County Commissioner
- 3 Citizen Members

Director: Jim Slakey
Address: P.O. Box 659
Olympia, WA 98507
Phone: (206)753-8107



INTERCITY TRANSIT

HISTORICAL BACKGROUND

In 1969, the cities of Olympia, Lacey, and Tumwater created the Intercity Transit Commission to take over the privately owned Olympia Transit Company. Shortly afterwards, Lacey dropped out of the Commission. The Commission contracted with Olympia Transit Company for service until 1972, when it assumed full operational responsibility for the system. Lacey rejoined the Commission in 1973.

In October 1980, a Public Transportation Benefit Area was established to take advantage of the state's incentive for city systems to expand into regional systems. On January 1, 1981, the Thurston County Public Transportation Benefit Area formally assumed operational as well as administrative control of Intercity Transit. The name "Intercity Transit" was retained.

SERVICE

Intercity Transit attempts to deliver a comprehensive transportation system, keyed to the various needs of the residents of the Thurston County Transportation Benefit Area. Services include: 1) regular fixed-routes; 2) door-to-door service (Dial-A-Ride); 3) vanpooling service for those that lie beyond the urban boundaries; and 4) carpooling service for those interested in sharing transportation to and from work.

Intercity Transit operates 157 miles of routes, providing transit service to the urban area of Thurston County. Transit service is available six days a week (no Sunday service) from 6:15 a.m. to 7:45 p.m., with service to TESC lasting until 11:15 p.m. Headways are based on 15 minute, 30 minute or 60 minute intervals. No service is available on major holidays. Charter service is available.

ADMINISTRATION, PERSONNEL, EQUIPMENT

Intercity Transit is governed by a seven member body composed of one elected representative each from Olympia,

Lacey, Tumwater, and the Thurston County Commissioners, as well as three members selected at large by the elected members to three year staggered terms. The Transit Authority is responsible for budgetary and policy decisions. The General Manager and his staff are responsible for administration, planning, and operations.

The administrative staff is composed of the General Manager and Directors of Transit Development, Operations, Maintenance, and Finance, and eight professional and clerical assistants. In addition, there are over 60 full-time and part-time drivers and 11 maintenance staff.

The rolling stock for the system is composed of the following:

<u>Quantity</u>	<u>Size</u>	<u>Type</u>
15	40'	Gillig
11	30'	City Cruiser
7	35'	GMC
<u>3</u>	35'	Flxible
36		

There are 23 lift-equipped buses providing accessibility for the handicapped. All buses are equipped with 2-way radios. A Maintenance Operations and Administrative facility is under construction, with completion set for the spring of 1985.

FINANCES

There are five principal sources of revenue available to the PTBA. These are: fare box receipts, local sales and use tax, Motor Vehicle Excise Tax (MVET), Federal Operating and Capital Grants. The PTBA receives monies from a 0.3 percent sales and use tax on purchases of goods and services within the PTBA. In addition, the PTBA is eligible to use

sales and use tax receipts as matching money for the MVET collected within the PTBA. An overall ceiling of 1 percent of the MVET collected in the area limits the amount of funds available from this source.

Total revenue for all sources for 1983 is projected at \$3.4 million; compared to total expenditures of \$3.2 million. The basic fare structure is: Adults - 35¢; Youth (6-17) - 25¢; Senior/Handicapped - 10¢. Daily passes are sold at approximately double basic fares. Monthly passes are also available.

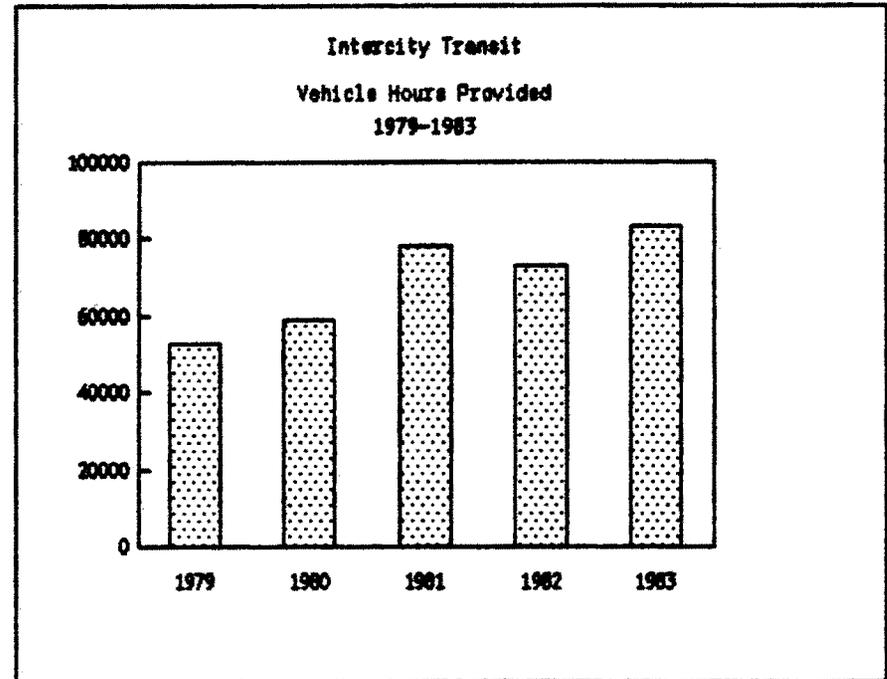
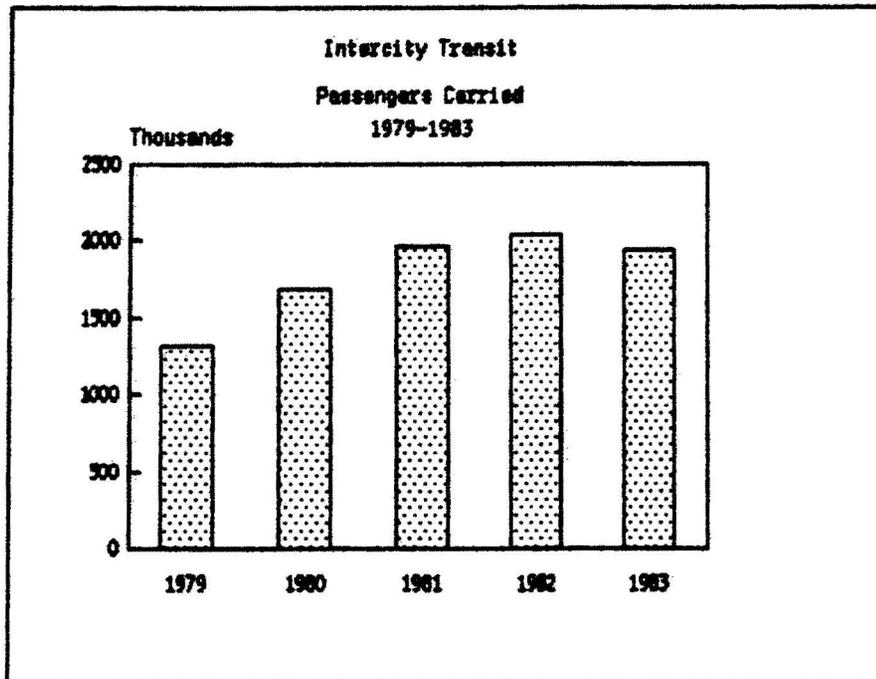
PATRONAGE

Ridership has shown a fairly steady growth until the 1982-1983 period. The system is probably maturing and growth from this point on will depend on the amount of growth in the service area and population growth as a whole for Thurston County. Passengers carried amounted to over 2,000,000 in 1982 and just under that figure for 1983.

FUTURE PLANS

Intercity Transit's management/operations/maintenance facility should be completed in the fall of 1984. This will provide a maintenance and operational base designed specifically for transit operations. The overall efficiency of the service and maintenance portion of IT's operation should increase as a result of this new facility.

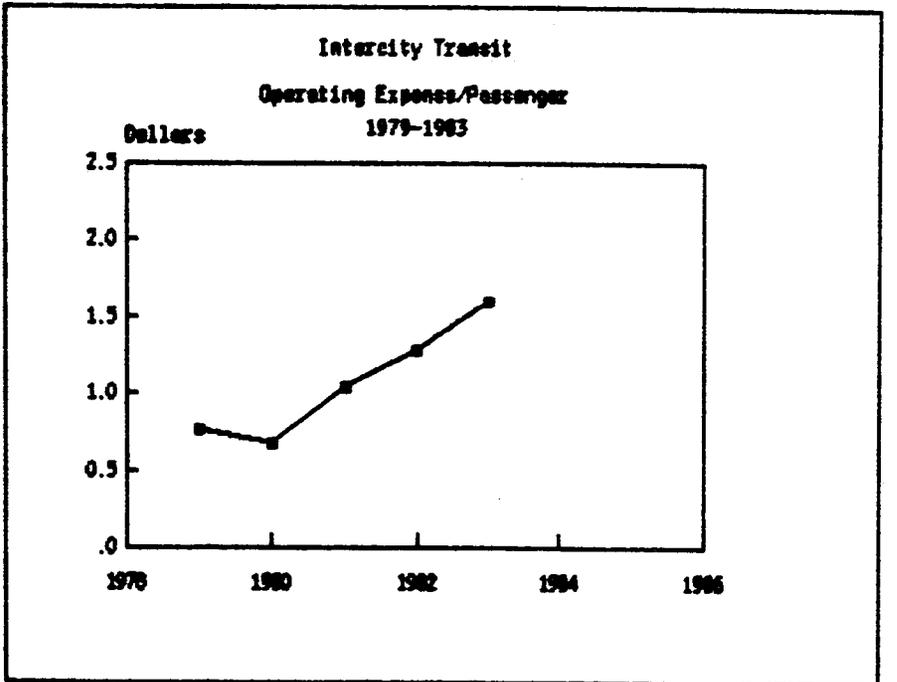
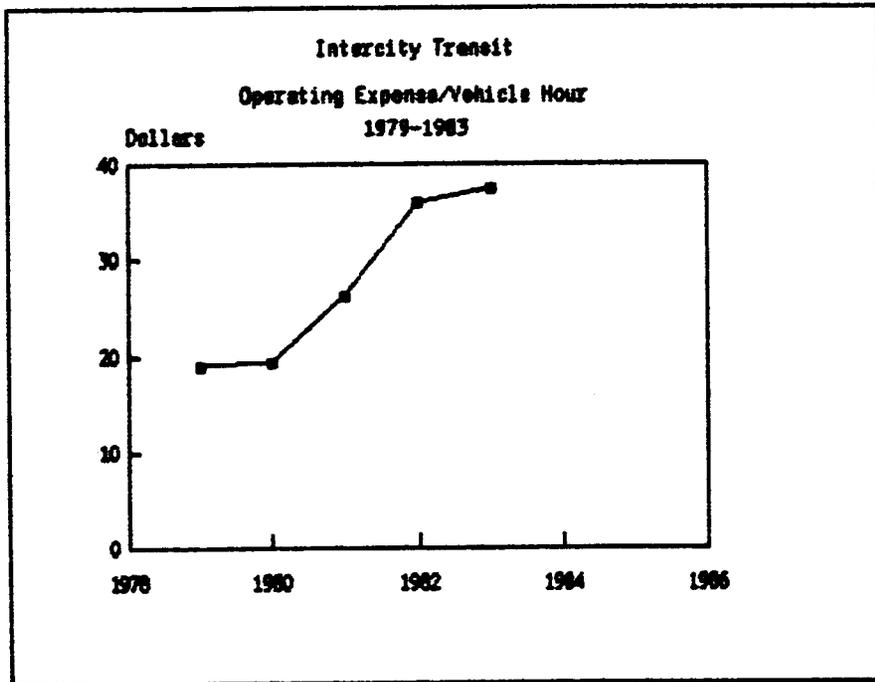
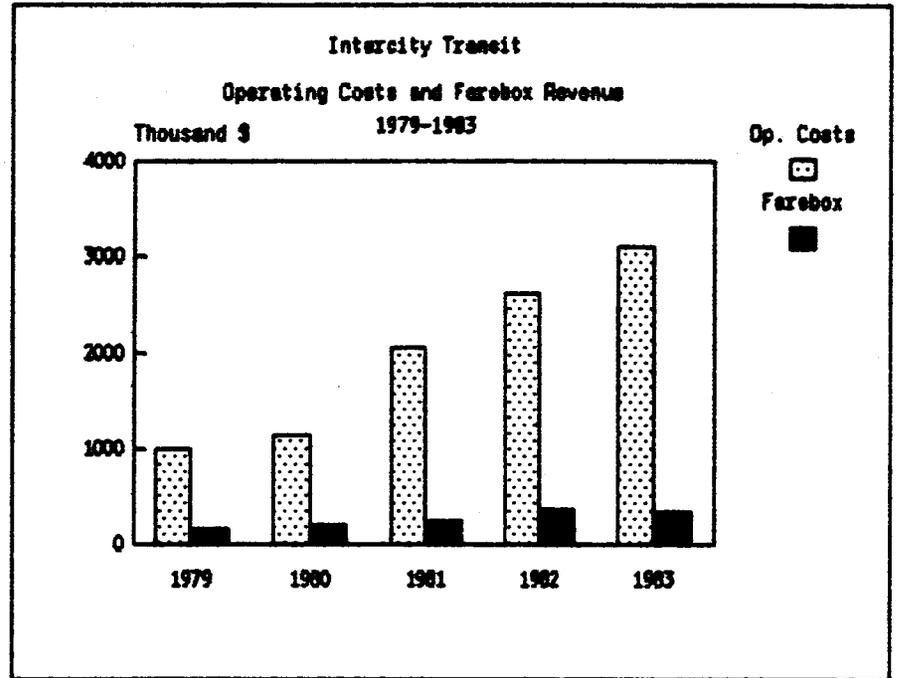
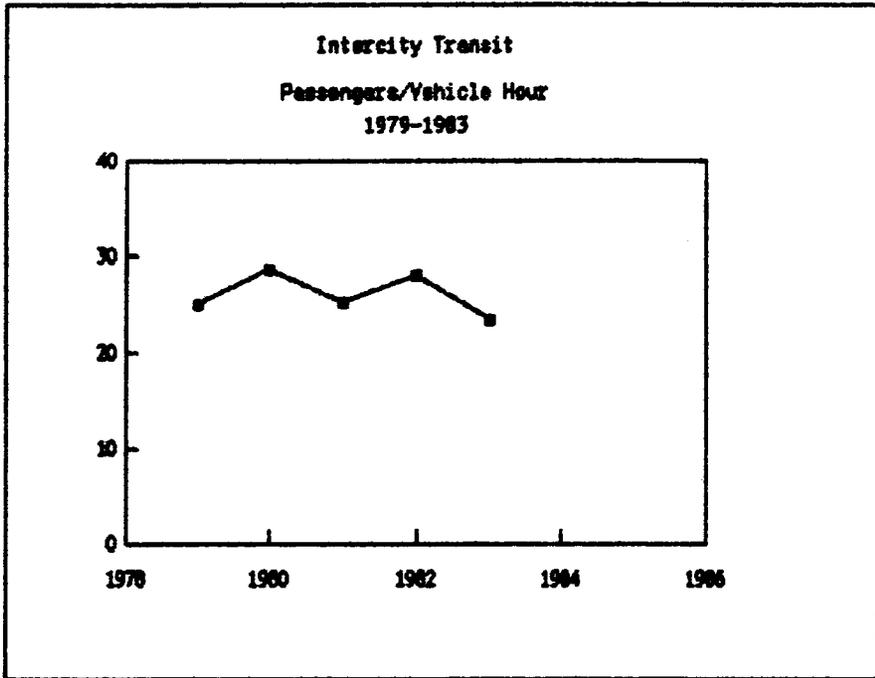
The comprehensive transit plan needs to be updated.



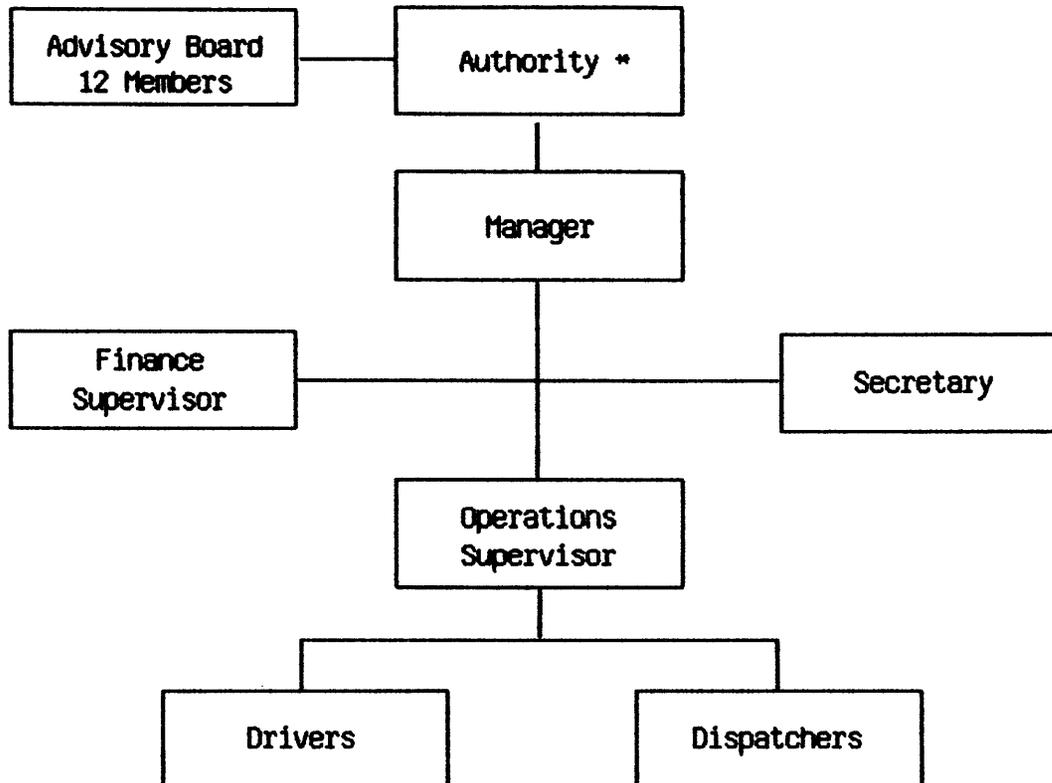
General Statistics

Intercity Transit

Operations	1979	1980	1981	1982	1983
Population base	47,200	87,600	91,300	87,000	88,500
Passengers carried	1,320,000	1,690,000	1,964,000	2,045,000	1,944,000
Number of vehicles	22	30	30	50	42
Miles of route	97	87	157	100	180
Veh miles travelled	642,000	718,000	960,000	1,180,000	1,251,000
Veh hours provided	53,000	59,000	78,000	73,000	83,000
Revenues					
Farebox	\$ 170,800	\$ 221,000	\$ 259,500	\$ 379,600	\$ 352,600
Local tax	938,800	1,319,000	1,780,700	1,882,700	2,146,000
Motor veh excise tax	0	0	1,163,300	1,576,600	1,548,200
Federal funds	0	123,800	69,200	2,082,700	2,181,600
Other funds	48,900	184,200	333,800	240,400	380,800
Revenue Total	\$ 1,158,500	\$ 1,848,000	\$ 3,606,500	\$ 6,162,000	\$ 6,609,200
Expenditures					
Capital	\$ 84,800	\$ 588,300	\$ 241,600	\$ 4,625,000	\$ 1,824,800
Operations	1,004,700	1,142,100	2,043,600	2,621,800	3,103,200
Expenditure Total	\$ 1,089,500	\$ 1,730,400	\$ 2,285,200	\$ 7,246,800	\$ 4,928,000
Transit Performance					
Passenger/Capita	27.97	19.29	21.51	23.51	21.97
Passenger/veh hour	24.91	28.64	25.18	28.01	23.42
Op Exp/Veh mile	\$ 1.56	\$ 1.59	\$ 2.13	\$ 2.22	\$ 2.48
Op Exp/Veh hour	\$ 18.96	\$ 19.36	\$ 26.20	\$ 35.92	\$ 37.39
Op Exp/Passenger	\$ 0.76	\$ 0.68	\$ 1.04	\$ 1.28	\$ 1.60
Farebox take/Pass	\$ 0.13	\$ 0.13	\$ 0.13	\$ 0.19	\$ 0.18
Farebox take/Op exp %	17.00	19.35	12.70	14.48	11.36
* PTBA Operations began January, 1981					



Jefferson Transit Authority



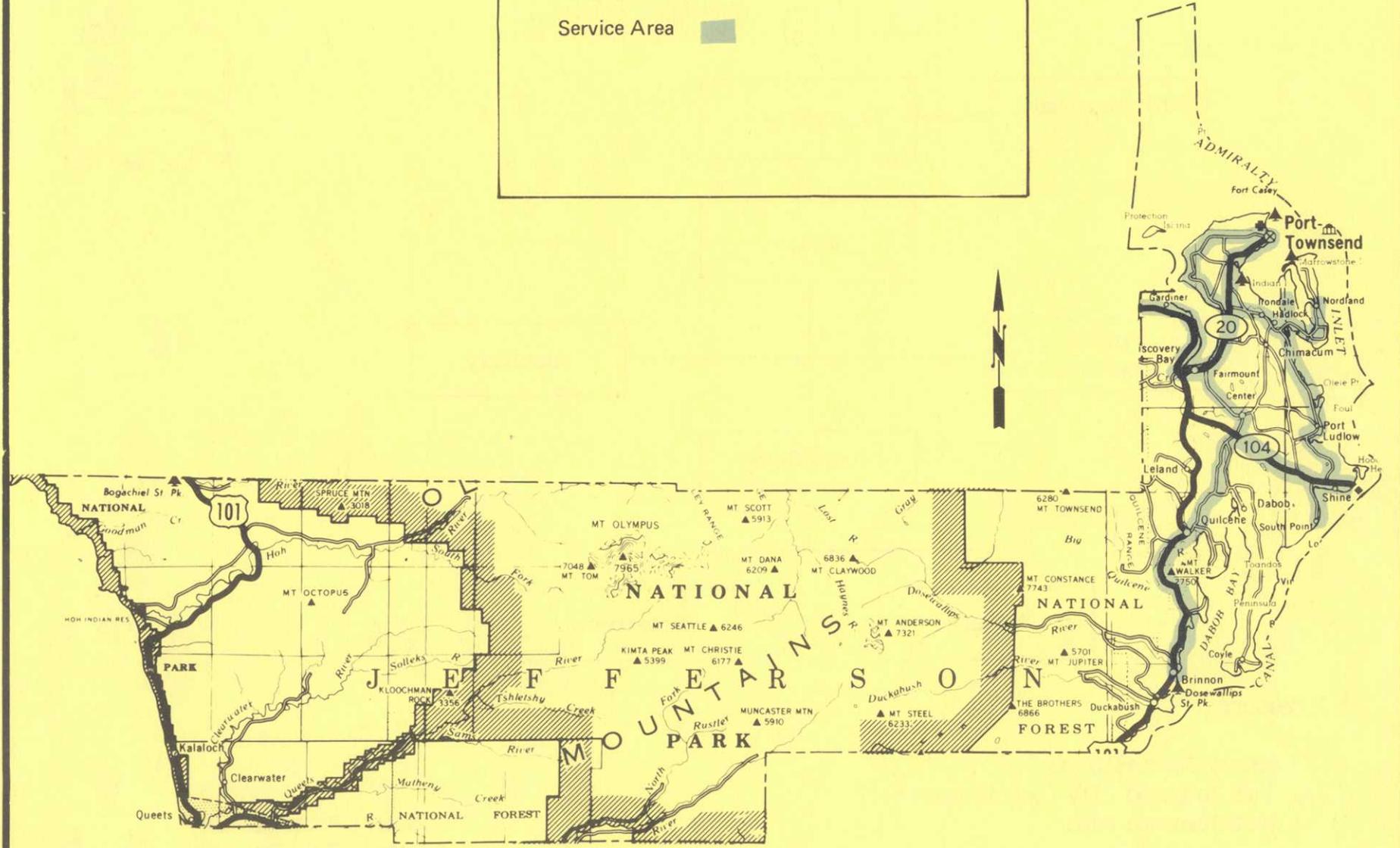
*** 5 Members**

- 3 County Commissioners
- 1 Port Townsend City Council Member
- 1 Port Townsend Mayor

Manager: Peter Badame
Address: P.O. Box 908
Port Townsend, WA 98368
Phone: (206)385-4779

Jefferson Transit

Service Area 



JEFFERSON TRANSIT

HISTORICAL BACKGROUND

In February 1978, the Jefferson County Board of Commissioners created a transportation advisory committee to apprise the Board of transportation-related matters in the county. The committee catalogued existing transportation systems, investigated existing facilities, defined facility deficiencies, facility requirements, responsible agencies and developed recommendations. The committee approached the Clallam-Jefferson County Community Action Council to submit an application for Section 18 funds to coordinate public transportation in eastern Jefferson County. This grant, approved in August 1979, is the basis of the current Jefferson County transit operation. On July 11, 1980 the Public Transportation Benefit Authority was formed for the entire county. One month later the PTBA approved 12 names for a transit advisory board and placed a .3 percent sales and use tax proposition for public transportation on the ballot for the general election. On November 4, 1980 transit system .3 percent sales tax funding received a 53 percent favorable vote.

On March 30, 1981 the Jefferson Transit Authority began providing transit service countywide. On October 1, 1981 Jefferson Transit began daily interline connections with Greyhound Lines.

SERVICE

Jefferson Transit operates six regularly scheduled routes in eastern Jefferson County Monday through Friday, 6:00 a.m. through 8:00 p.m. Three regularly scheduled routes operate on Saturday and one on Sunday. Intercounty transit connections with Clallam Transit in Sequim are provided Monday through Saturday. In addition, regularly scheduled service connections are provided with Greyhound Lines from Port Townsend at Center via the Tri-Area from Sunday through Saturday. Jefferson Transit is a Greyhound agent, selling tickets and carrying freight in this capacity. The transit system presently operates four vanpools and

coordinates carpool matching in Jefferson County. A specialized service called the "Happy Bus" is also provided once a week at a premium fare (\$2.50 R.T.) picking up south county passengers at their homes and transporting them to doctors and for shopping. Jefferson Transit also provides local freight delivery. Dial-a-Ride service for disabled individuals in Port Townsend is also provided Monday through Friday.

ADMINISTRATION, PERSONNEL, AND EQUIPMENT

The Transit Authority consists of the mayor and a council person of the City of Port Townsend and three Jefferson County commissioners. It is responsible for policy making for the transit system as well as establishing and achieving the goals of the Comprehensive Plan. The daily operation of the system is the responsibility of the transit manager. Additional administrative staff includes one secretary and one financial supervisor. An operations manager is responsible for six full-time drivers, five part-time drivers, and one and one-half time dispatchers.

Jefferson Transit operates eight buses, five vans, and one limousine.

FINANCES

Jefferson Transit is primarily funded by a .3 percent locally levied sales tax with matching Motor Vehicle Excise Tax funds. UMTA Section 18 grants are used for capital acquisition assistance. The 1984 revenue from these sources is anticipated to total \$520,000.

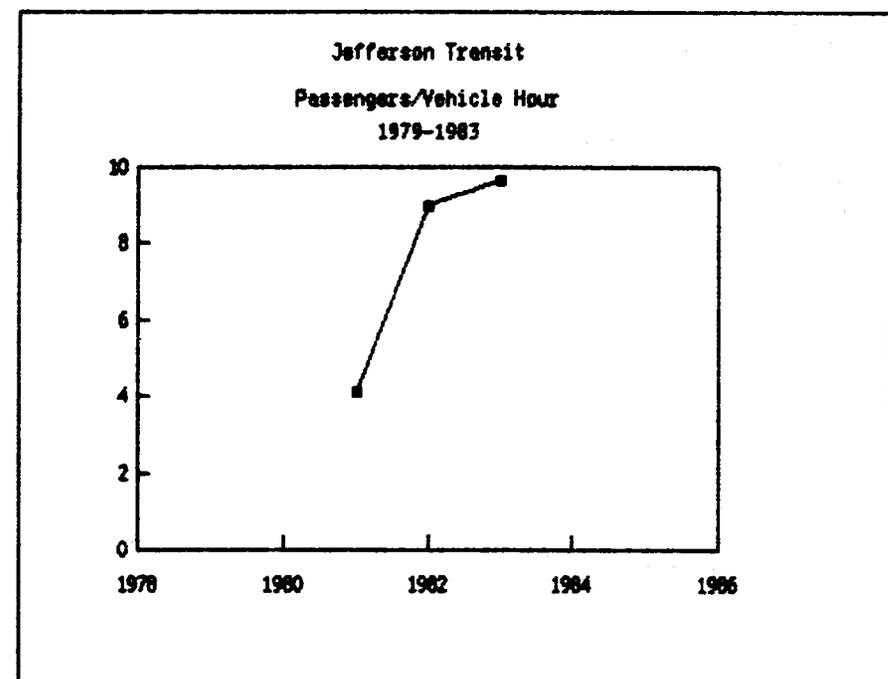
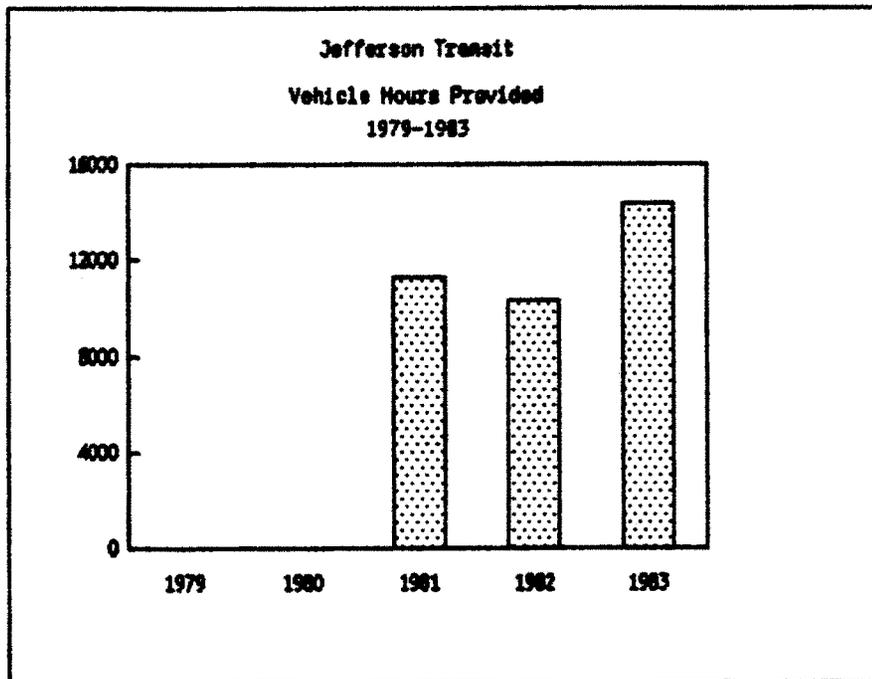
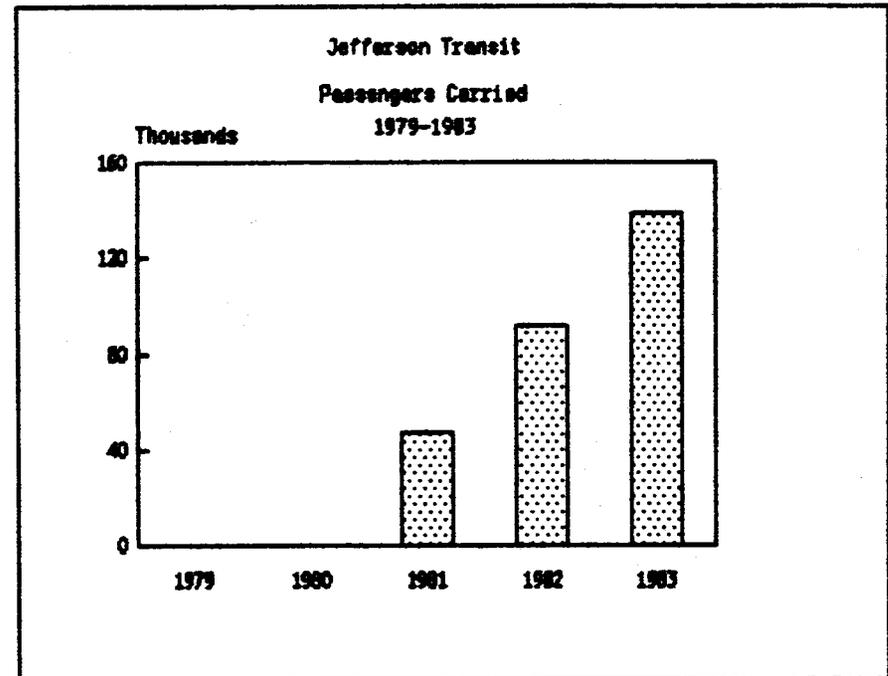
Transit fares are 50¢ adults, 25¢ for elderly, students, and handicapped, as well as a \$1 daily pass for all service and a \$16 monthly full fare, unlimited use pass, and \$8 monthly pass for elderly, handicapped, and students. Children under six ride free with an adult. Dial-a-Ride fares are 50¢.

PATRONAGE

From March 30, 1981 through December 31, 1983 a total of 291,285 passengers have utilized the system.

FUTURE PLANS

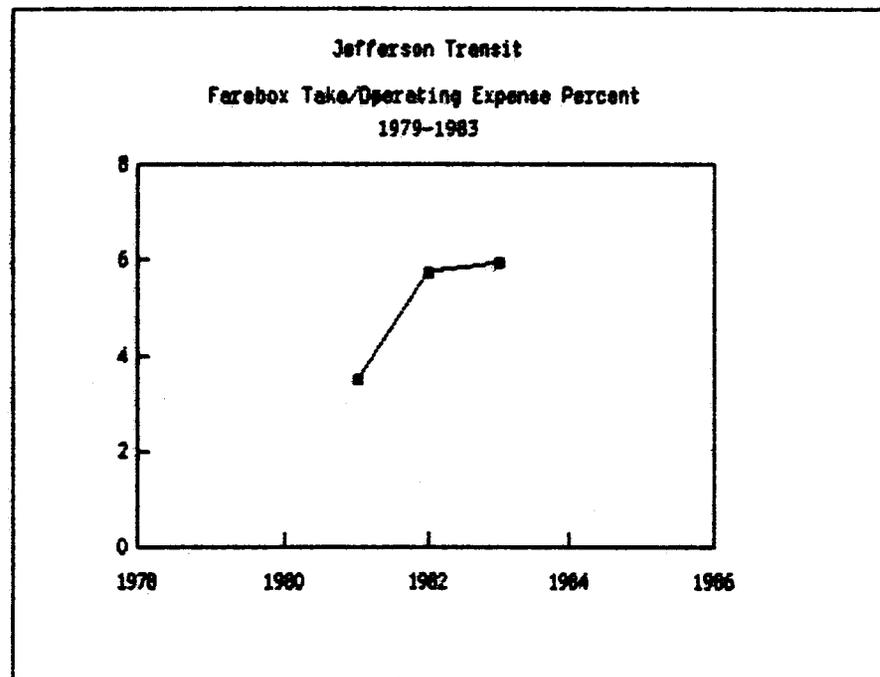
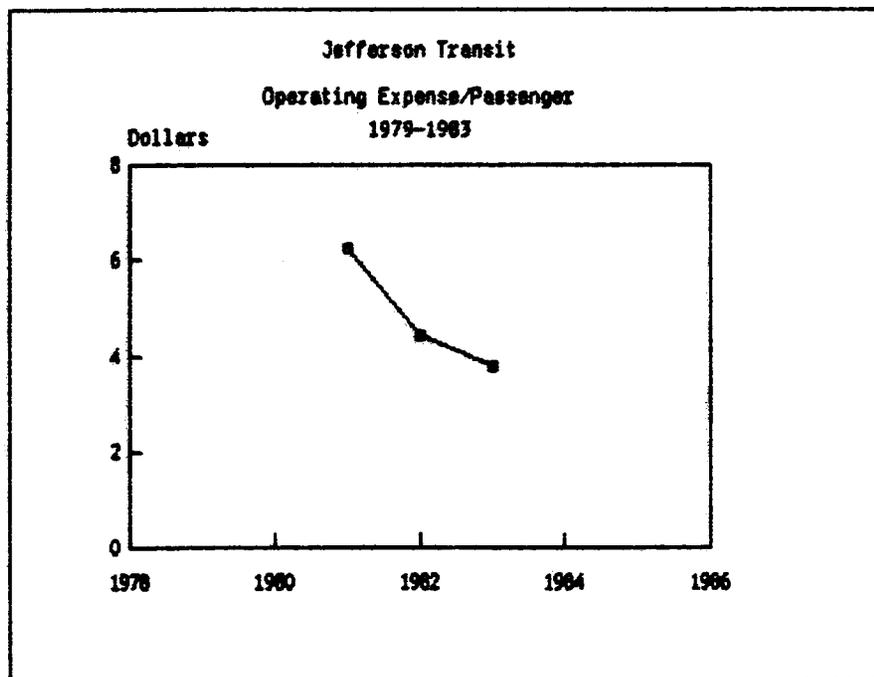
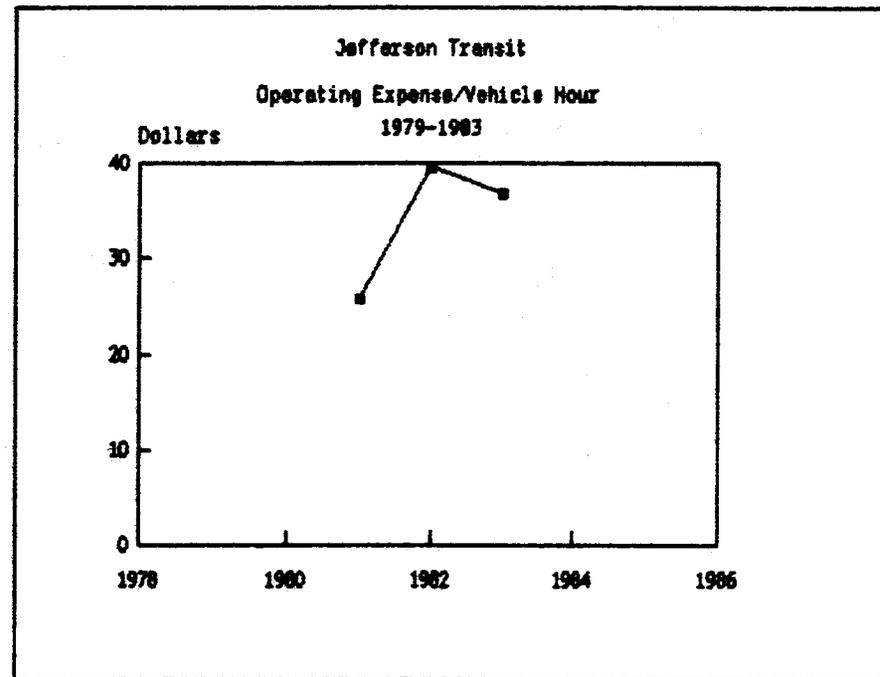
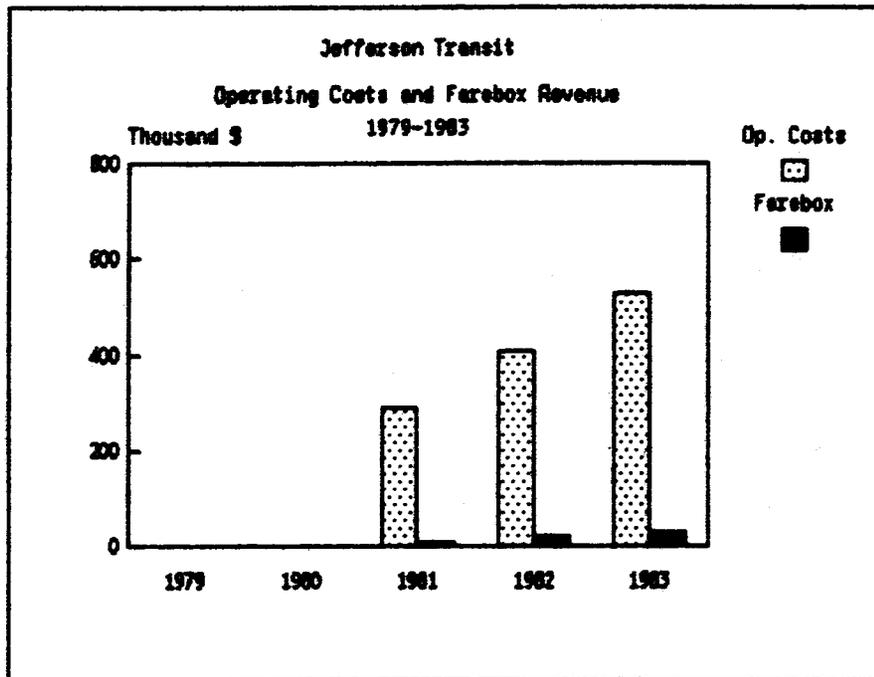
Addition of two new vehicles is anticipated in 1984, and future system expansion includes increased eastern county routing as well as possible interlining with Kitsap Transit.



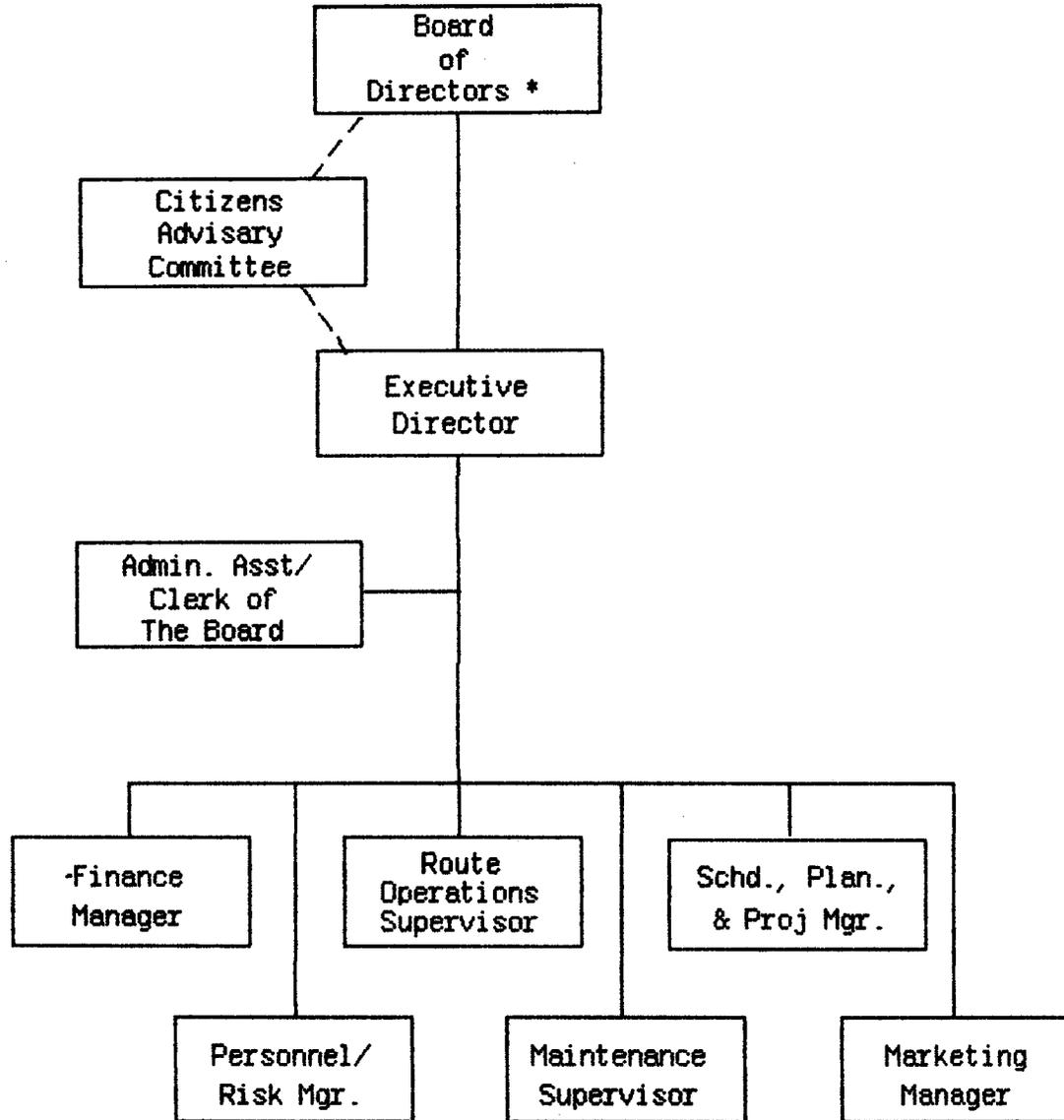
General Statistics

Jefferson Transit System

Operations	1979	1980	1981	1982	1983
Population base	N/A	N/A	16,600	16,900	16,800
Passengers carried			46,500	92,300	138,800
Number of vehicles			6	9	8
Miles of route			211	233	215
Veh miles travelled			196,000	278,500	325,700
Veh hours provided			11,300	10,300	14,400
Revenues					
Farebox			\$ 10,100	\$ 23,300	\$ 31,200
Local tax			206,800	455,500	289,100
Motor veh excise tax			115,900	218,800	218,600
Federal funds			69,500	299,600	11,700
Other funds			11,500	40,000	60,600
Revenue Total			\$ 413,800	\$ 1,037,200	\$ 611,200
Expenditures					
Capital			\$ 123,400	\$ 318,100	\$ 14,500
Operations			290,300	408,100	527,800
Expenditure Total			\$ 413,700	\$ 726,200	\$ 542,300
Transit Performance					
Passenger/Capita			2.80	5.46	8.26
Passenger/veh hour			4.12	8.96	9.64
Op Exp/Veh mile			\$ 1.48	\$ 1.47	\$ 1.62
Op Exp/Veh hour			\$ 25.69	\$ 39.62	\$ 36.65
Op Exp/Passenger			\$ 6.24	\$ 4.42	\$ 3.80
Farebox take/Pass			\$ 0.22	\$ 0.25	\$ 0.22
Farebox take/Op exp %			3.48	5.71	5.91



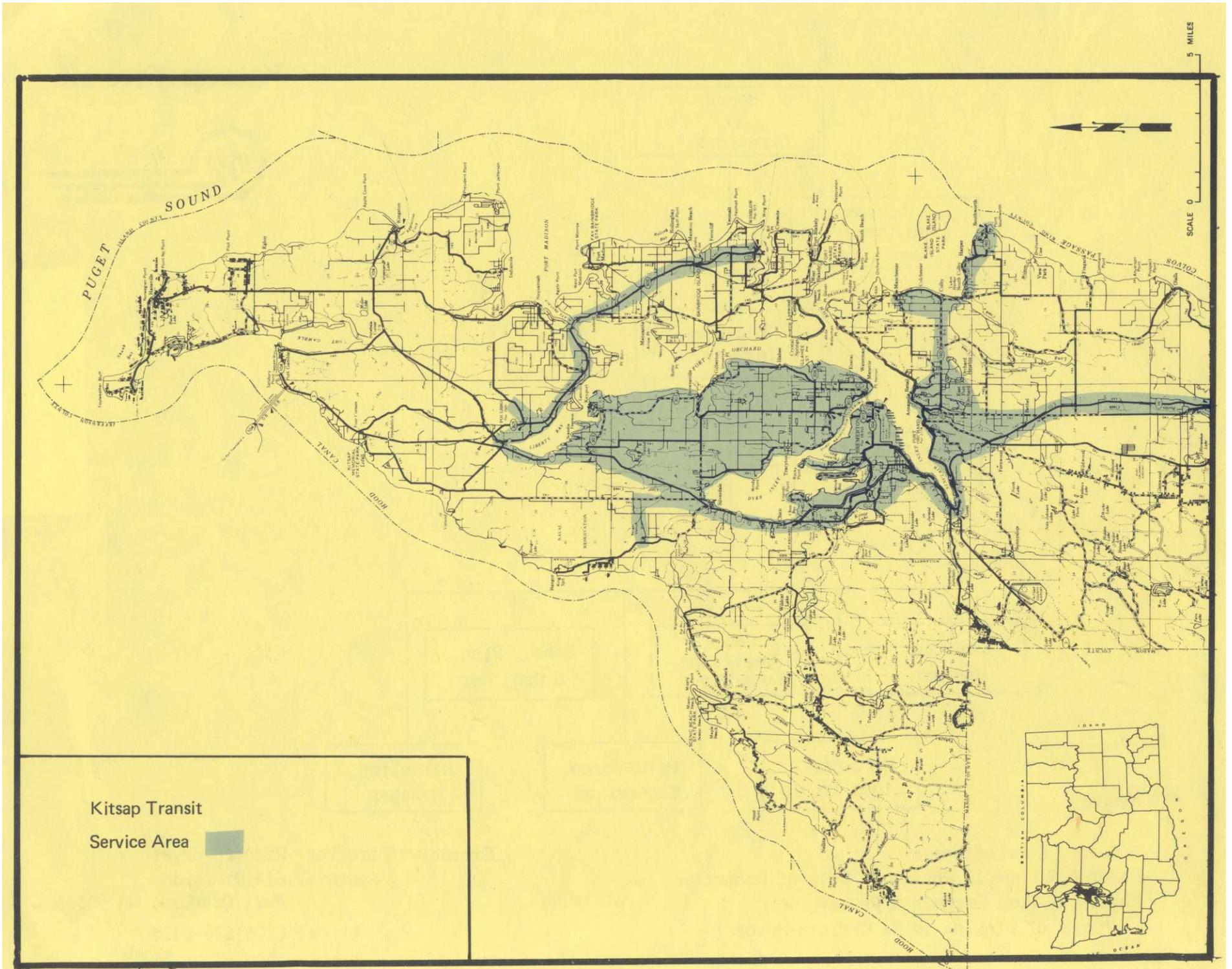
Kitsap Transit



* 8 Members

3 County Commissioners
 Mayor & 2 Council Persons - City of Bremerton
 Mayors of Port Orchard & Poulsbo
 (Mayor of Winslow is Ex Officio Member)

Executive Director: Richard Hayes
 Address: 614 Division
 Port Orchard, WA 98366
 Phone: (206)876-6026



KITSAP TRANSIT

HISTORICAL BACKGROUND

Public transit service in Kitsap County was provided by private operators, including the Bremerton-Charleston Transportation Company, and Bremerton-Tacoma Stages. In January 1971, Bremerton-Charleston Transportation ceased all operations within the city of Bremerton and the Bremerton Municipal Transit system was formed by the City of Bremerton. Bremerton Municipal Transit functioned as the public transportation carrier until 1983, with actual operation of the system performed under contract by the Bremerton-Charleston Transportation Company.

In May 1978, Kitsap County voters turned down a proposal by the Kitsap Public Transportation Benefit Area Authority for county-wide public transportation services to be supported by a two-tenths of 1 percent retail sales tax. The PTBA was then redefined as a area less than countywide to include Port Orchard, Gorst, Bremerton, Silverdale and Poulsbo. The largest area to be excluded from the PTBA was Bainbridge Island. Another election was held on September 27, 1982 to ratify the three-tenths of 1 percent sales tax. The proposition passed with a 55.6 percent positive vote. In January 1983 the PTBA took over the responsibilities for public transportation and began to expand the service to eventually include the total PTBA.

SERVICE

Kitsap Transit operates 24 routes Monday through Saturday. No holiday service is offered. In addition to local service in the Port Orchard, Bremerton, and Poulsbo areas, a county line provides connections from Tacoma through the PTBA to the Winslow ferry dock. General fixed route service is provided from 5:00 a.m. to 10 p.m. Other important transit services in the area are the worker buses. Presently 25 buses are used to serve the Puget Sound Naval Shipyard workers. These buses are operated by Puget Sound Naval Shipyard workers and operate on designated routes a subscription bus service during the A.M. and P.M. peak periods only. Kitsap Transit buses traveled 711,000 miles over the system's 275 miles of routes.

ADMINISTRATION, PERSONNEL AND EQUIPMENT

Transit policy is determined by the PTBA Board. A transit manager with a staff of 17 handles administrative duties. The system employs 42 bus drivers, full and part-time, 43 worker drivers, and 14 maintenance personnel. The current bus fleet consists of seven 1973 Flexible diesel buses, seven 1983 Gillig buses, thirteen 1976 mini buses, fifteen GMC coaches and some leased equipment.

FINANCES

Kitsap transit has levied three tenths of 1 percent sales tax in the PTBA to provide a stable base of local transit funding. This taxing source provided \$1,846,000 in 1983. The matching motor vehicle excise tax yielded \$1,662,000 for the same year. Fare box revenues in 1983 amounted to \$218,000. The basic adult fares in the Kitsap Transit area are 50 cents during peak periods and 25 cents during the off peak. There are no differential fares for students or youths. Daily and monthly passes are available with reduced fares for senior citizens.

PATRONAGE

In 1983 ridership on the Kitsap Transit system was 978,000. This is down slightly from the 1982 level of 1,084,000. The total vehicle miles and vehicle hours provided in 1983 are also down somewhat from those of 1982.

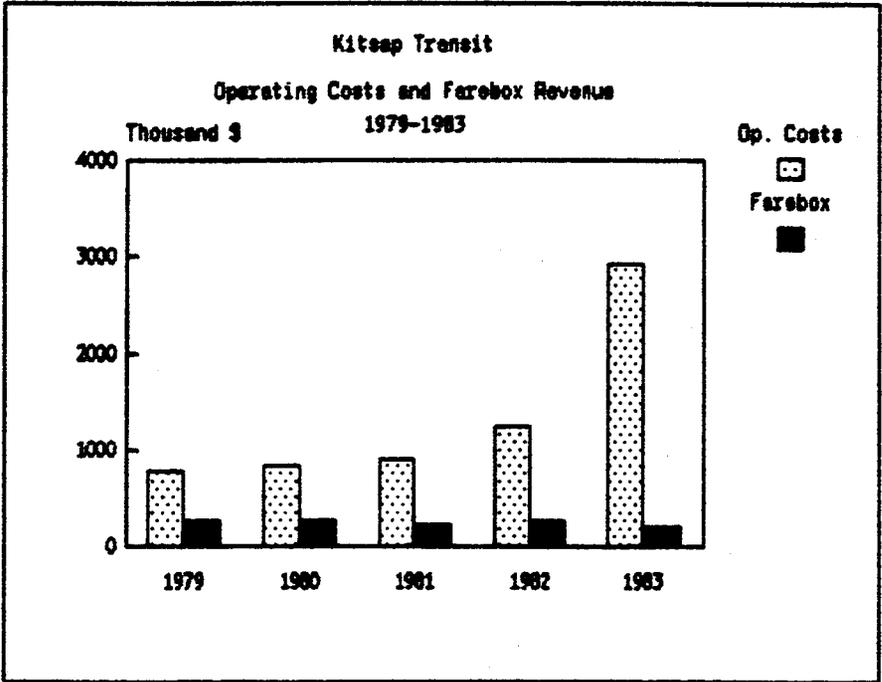
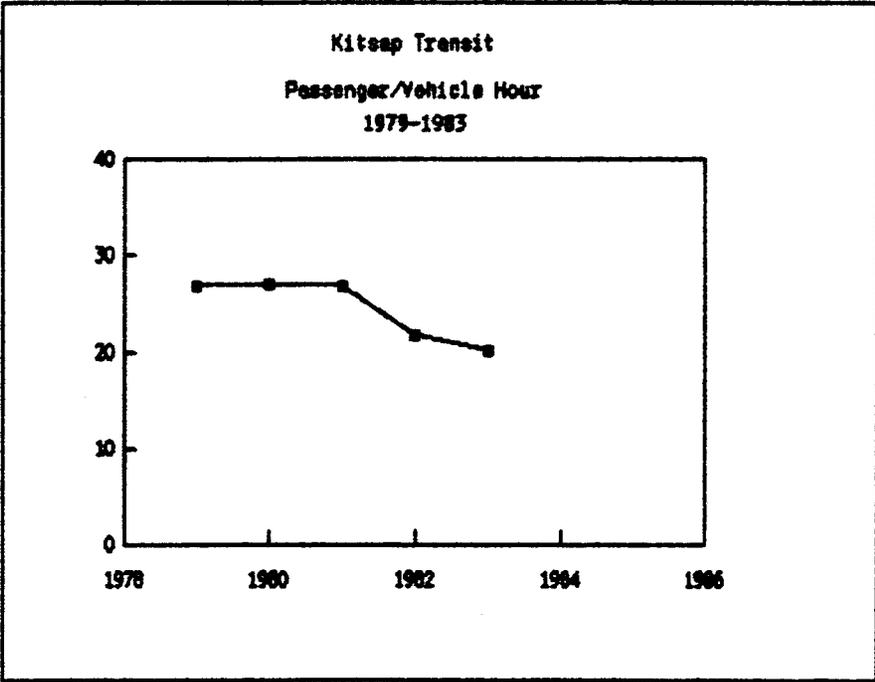
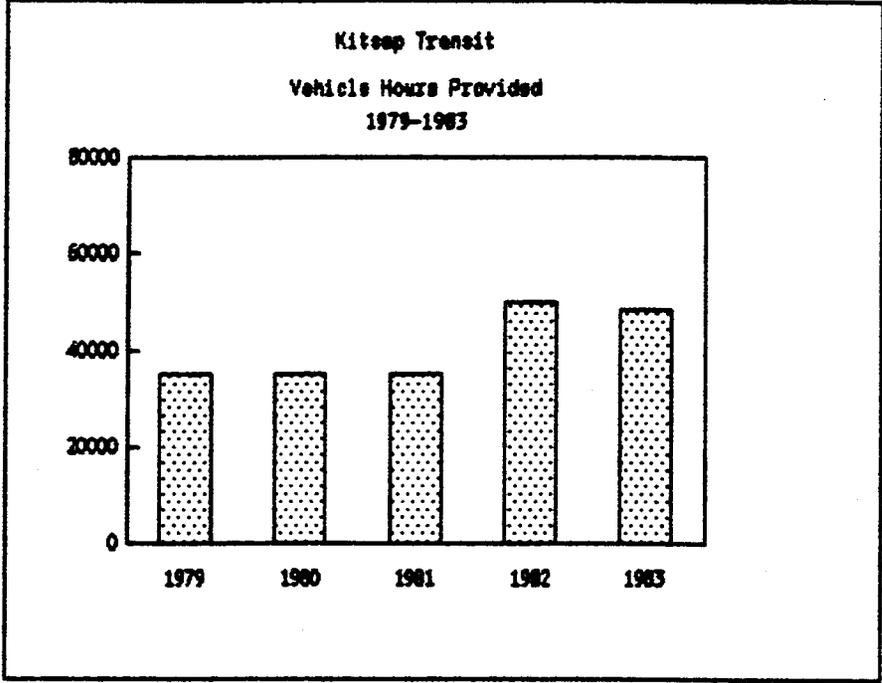
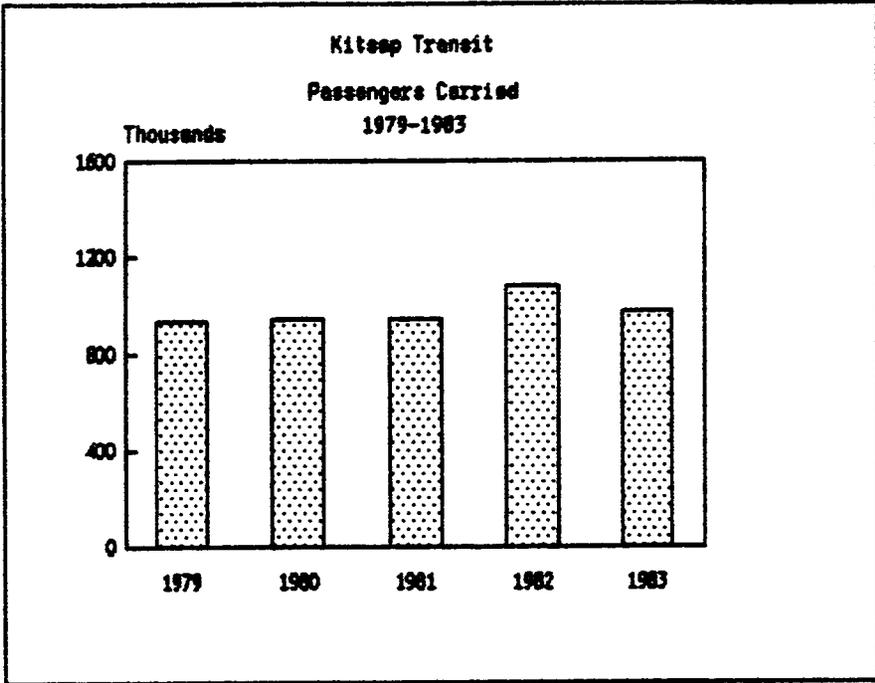
FUTURE PLANS

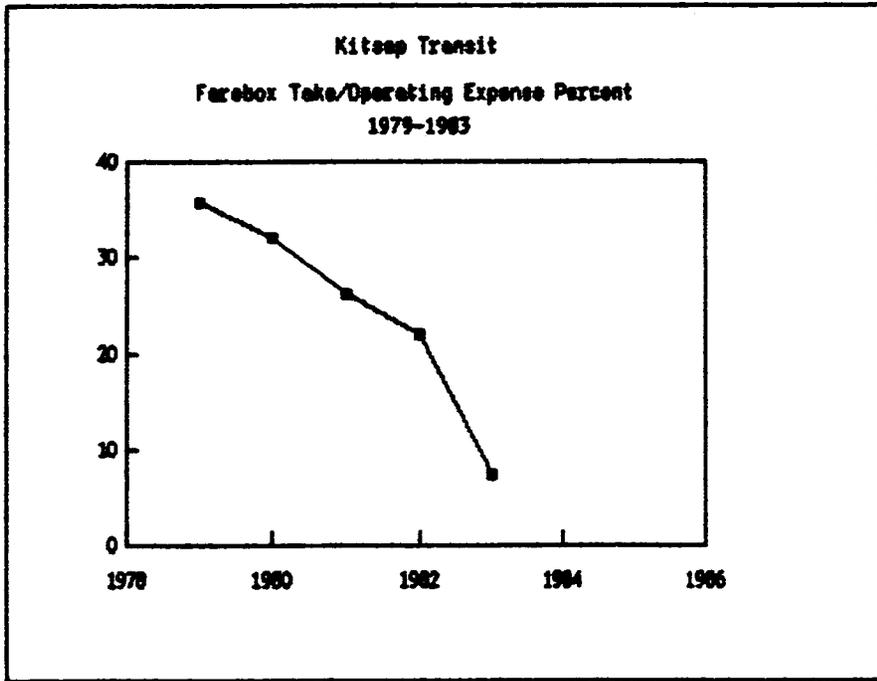
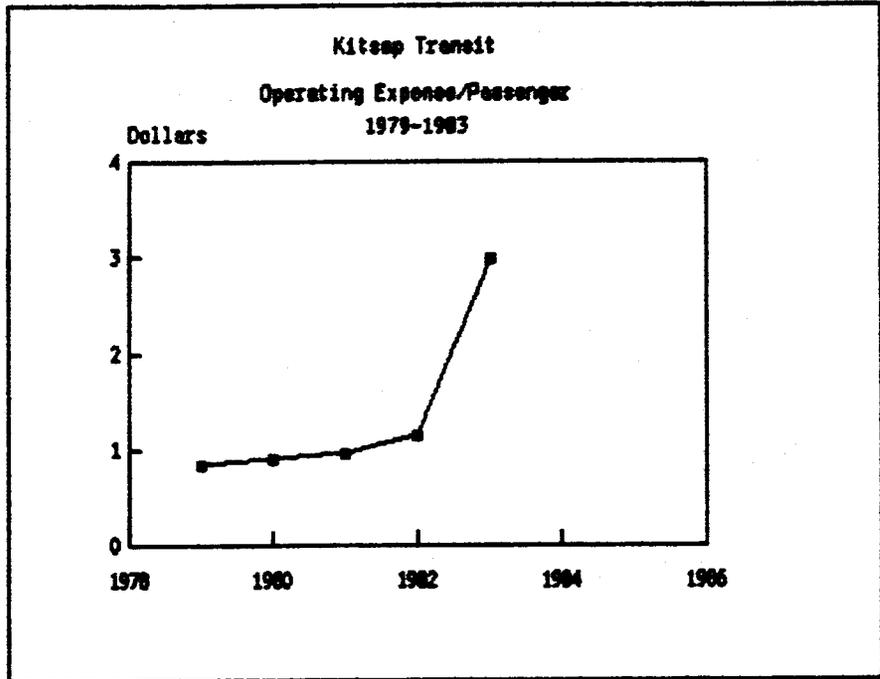
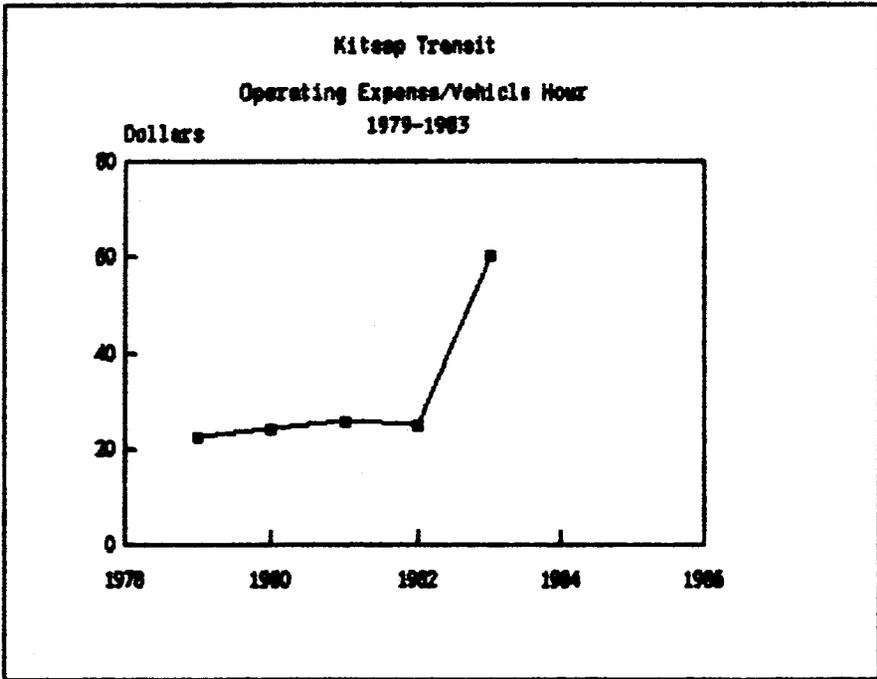
The intentions of Kitsap Transit are to continue to provide service to the PTBA and expand service to the surrounding area if financially and logistically feasible. The worker bus concept is functioning well and will probably also be expanded. The greatest single need of Kitsap Transit presently is to upgrade and expand the existing maintenance facility so that all maintenance and administration duties can be accomplished at a single location. Kitsap Transit intends to utilize all UMTA Section 9 funds for which they are eligible and to attempt to get some of the discretionary UMTA Section 3 funds.

General Statistics

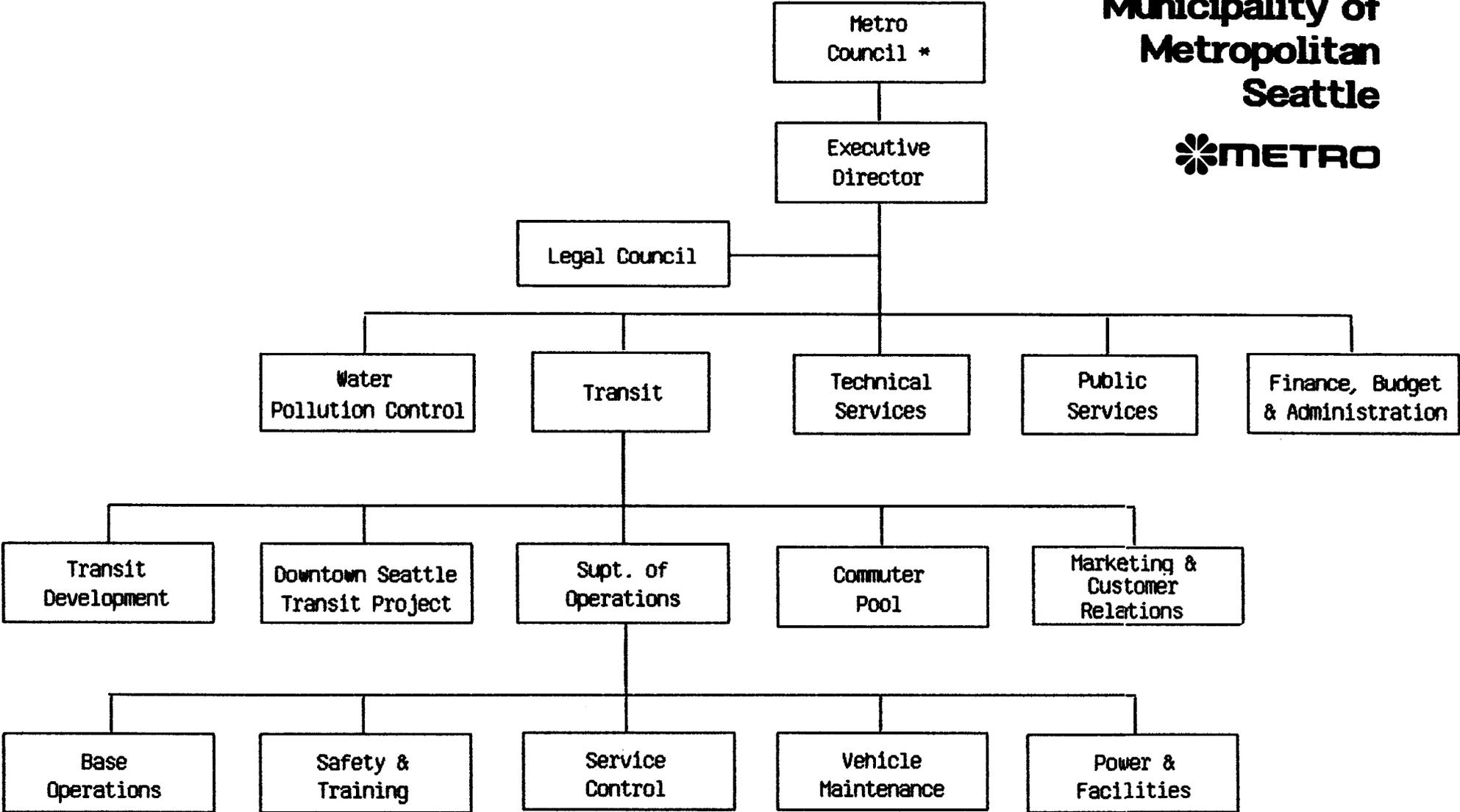
Kitsap Transit

Operations	1979	1980	1981	1982	1983
Population base	36,900	36,200	37,000	96,200	100,900
Passengers carried	937,000	943,000	939,000	1,084,000	978,000
Number of vehicles	25	25	25	71	79
Miles of route	24	26	26	264	275
Veh miles travelled	373,000	349,000	342,000	771,000	711,000
Veh hours provided	35,000	35,000	35,000	50,000	48,400
Revenues					
Farebox	\$ 279,800	\$ 271,600	\$ 236,000	\$ 272,100	\$ 217,500
Local tax	135,700	175,300	134,000	313,000	1,846,100
Motor veh excise tax	210,000	267,600	312,000	442,000	1,161,600
Federal funds	0	0	74,000	138,000	1,370,000
Other funds	126,100	179,300	210,000	69,000	911,600
Revenue Total	\$ 751,600	\$ 893,800	\$ 966,000	\$ 1,234,400	\$ 5,506,800
Expenditures					
Capital	\$ 0	\$ 700	\$ 0	\$ 0	\$ 2,369,500
Operations	785,700	847,200	903,800	1,240,800	2,912,500
Expenditure Total	\$ 785,700	\$ 847,900	\$ 903,800	\$ 1,240,800	\$ 5,282,000
Transit Performance					
Passenger/Capita	25.39	26.05	25.38	11.27	9.69
Passenger/Veh hour	26.77	26.94	26.83	21.68	20.21
Op Exp/Veh mile	\$ 2.11	\$ 2.43	\$ 2.64	\$ 1.61	\$ 4.10
Op Exp/Veh hour	\$ 22.45	\$ 24.21	\$ 25.82	\$ 24.82	\$ 60.18
Op Exp/Passenger	\$ 0.84	\$ 0.90	\$ 0.96	\$ 1.14	\$ 2.98
Farebox take/Pass	\$ 0.30	\$ 0.29	\$ 0.25	\$ 0.25	\$ 0.22
Farebox take/Op exp %	35.61	32.06	26.11	21.93	7.47



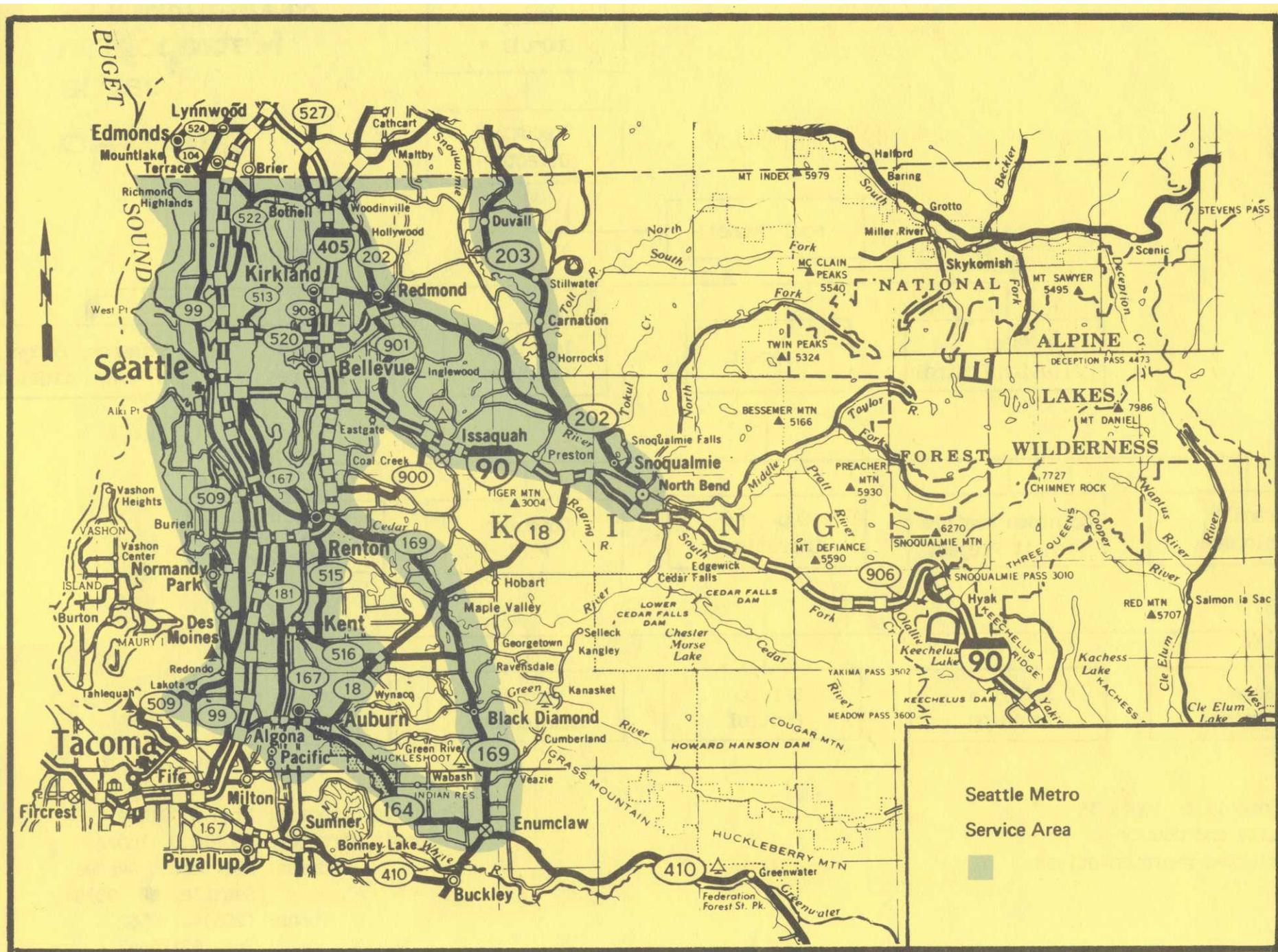


**Municipality of
Metropolitan
Seattle**



* Council includes 38 city and county elected representatives

Executive Director: Alan J. Gibbs
 Transit Director: Ronald J. Tober
 Address: 821 Second Avenue
 Seattle, WA 98104
 Phone: (206)447-6562
 Scan 521-6562



MUNICIPALITY OF METROPOLITAN SEATTLE (METRO)

HISTORICAL BACKGROUND

Washington State's largest public mass transportation system is operated in King County by the Municipality of Metropolitan Seattle (METRO).

Comprehensive planning for development of the present transit system was begun by Metro in 1967. This planning effort resulted in a proposal to the voters for a \$1.2 billion system based upon 47 miles of fixed rail with express and local bus service. When this proposal failed at the polls in 1968 a revised bus-rail system, based upon new technology was presented to the voters in 1970. This measure received only a 46 percent "yes" vote.

At that time the metropolitan area was served by two major transit operators. The Seattle Transit System, owned by the City of Seattle, provided service within the city limits using 420 buses and trolleys ranging in age from four to 32 years. Metropolitan Transit Corporation, the other transit system, served suburban areas of King County and portions of Pierce and Snohomish Counties with a fleet of 84 aging buses. Facing the same problems of increasing costs and declining revenues as Seattle Transit (but unlike Seattle Transit, it had no tax support), Metropolitan Transit announced its desire to discontinue business.

These conditions led Metro, in cooperation with the Puget Sound Governmental Conference, to prepare a new comprehensive plan for public transit in the Metro area. In September 1972, King County voters authorized Metro to begin operating a unified transit system and Metropolitan Transit services. Also authorized by the voters was the imposition of a .3 percent retail sales tax to help support the new system. The approved comprehensive plan, the 1980 Plan, called for an eight-year project providing 605 new vehicles, 25 park-and-ride facilities, 1,200 bus shelters and improved service at a total estimated cost of \$130 million.

SERVICE

Since it began, Metro has operated an integrated system of express and local service which undergoes continuous modification and expansion as Metro implements its 1990 Plan. Express service collects passengers locally and at park-and-ride lots and proceeds to the Seattle CBD on the freeway, frequently using express lanes. Some express service uses "Express Stops" designed to let passengers transfer between local and express buses at specified points on major freeways and grade separated traffic facilities. Metro's local service serves the dual functions of providing access to local activity centers within suburban communities and providing accesses to the express service. Over 1,100 bus shelters serving the local route have been completed since Metro came into existence.

An integral part of Metro's transit service is its trolley bus system. It has undergone extensive revitalization. Completed in 1981, the new system is operating with 109 new AM General trolley buses, new electrification equipment and improved routing.

Trolley service will continue to be expanded in the future. The expansion program will add 38 two-way route miles to the present 55 mile system. Additional routes will be electrified and approximately 50 articulated coaches will provide service for the expanded trolley system. The first phase is expected to be operational by 1987.

Metro bus service is provided every day of the year, with some reductions on weekends and on certain holidays. The system operates 24 hours per day, with normal service on many routes from 6 a.m. to midnight. A large percentage of routes are oriented to peak hour service also.

Metro has experimented successfully with both transit innovations and substitutes for traditional public transit. Examples include the Ride Free Zone in downtown Seattle, articulated buses, Express Stop stations, HOV lanes, and Commuter Pool - a multi-agency activity that coordinates pooling efforts. Metro has also experimented with the use of

vans in selected areas where standard buses pick up few passengers and subscription service, scheduled service for commuters to and from major employment centers outside the Seattle CBD. Employer subsidized monthly transit passes, exclusive transit lanes in the CBD and "Bike and Ride" service are other innovations that are proving successful.

On April 20, 1978, the Metro Council adopted an Elderly and Handicapped Transportation Policy, committing the agency to developing a fully accessible transit system. Metro has also established an Elderly and Handicapped Citizen's Advisory Committee made up of interested senior and disabled citizens, and representatives from groups involved with the elderly and disabled communities. As of March 1984 approximately 54 percent of Metro's active fleet of vehicles were equipped with wheelchair lifts (577 of 1,065 vehicles).

Metro issues persons age 65 and older a reduced fare permit allowing rides for 15 cents. Metro also provides a 50 percent subsidy on taxi scrip service for low-income elderly and low-income disabled citizens. To date there are over 5,500 active participants in this program. To supplement the program, Metro contracts with area multi-service center agencies to provide van service in the rural/suburban areas of King County where taxi service is limited or unavailable. Approximately 2,300 Metro-eligible trips are made on this service each month.

ADMINISTRATION, PERSONNEL AND EQUIPMENT

Transit is one department of the Municipality of Metropolitan Seattle. Metro is governed by the Metro Council, with representation from the governments of King County, Seattle, various smaller cities and individuals from the unincorporated areas. Policies and directives from Metro are carried out by the executive director and his staff. The transit director runs Metro's transit department which employs about 2,950 personnel. Approximately 960 are involved in administration, transit development, marketing, base operations, and other transit related activities. Metro also has about 2,000 transit operators. Of these, 880 are

part-time drivers. Another 465 are involved in vehicle maintenance.

The current fleet numbers 1,307 buses. Of these, 1,065 are in the active fleet which includes 353 articulated coaches, 603 standard coaches, and 109 electric trolleys.

FINANCES

Metro's most important source of revenue to support transit operations is the 0.6 percent local retail sales tax. In 1980, the voters of King County approved an additional three-tenths of one percent to the existing three-tenths of one percent. Since 1980, receipts from this tax have totalled \$206.8 million. In 1983, retail sales tax revenues amounted to \$73.4 million alone. For the same year, motor vehicle excise taxes received totalled \$27.7 million. Fare box revenues in 1983 were \$26.5 million, an increase of more than \$2 million from 1980.

In 1983 operating revenues totalled \$64.1 million. Operating revenues include passenger revenues, special fares, school service, in addition to others. Also in 1983 operating expenditures were \$109.2 million.

The basic fare on Metro is 50 cents for one zone and 75 cents for two zones. During peak a one zone fare is 60 cents and a two zone fare is 90 cents. Seattle is one zone; the rest of King County is the other. Youths pay the same basic fare but are not required to pay the zone charge. On Sundays two youths may ride free with a fare-paying adult and children under five ride free at all times. Senior citizens and disabled persons pay 15 cents with no zone charges.

Monthly passes are also available with the cost dependent upon time and zone. A one zone, Pass Plus costs \$18.50 and the off-peak monthly pass costs \$16.25. The two zone, Pass Plus is priced at \$29.25, while the off-peak counterpart is \$24.50.

PATRONAGE

When Metro took over the transit function in 1973, the passenger count was about 30 million per year. Under

Metro's management, transit ridership has exceeded 60 million annually since 1980.

Per capita ridership in Seattle is about four times higher than suburban ridership, although the suburban segment is the fastest growing. The Seattle CBD is the most important single transit destination, with nearly one-half of all transit trips beginning or ending in the CBD. About 40 percent of all work trips to the CBD are made by transit.

FUTURE PLANS

Metro, having completed the goals of the 1980 Plan began the process of considering the post-1980 period. This effort resulted in the preparation of the Transit 1990 Plan, approved by the Metro Council in 1981.

The Transit 1990 Plan has numerous objectives which include supporting regional/subregional plans developed by the Puget Sound Council of Governments and enhancement of the metropolitan environment. Metro also proposes to offer an aggressive alternative to the automobile, maximize schedule reliability, provide basic passenger amenities, and ensure full accessibility to the public. Additional objectives include providing for future ridership growth, assuring adequate street capacity for transit is also another objective of the Transit 1990 Plan.

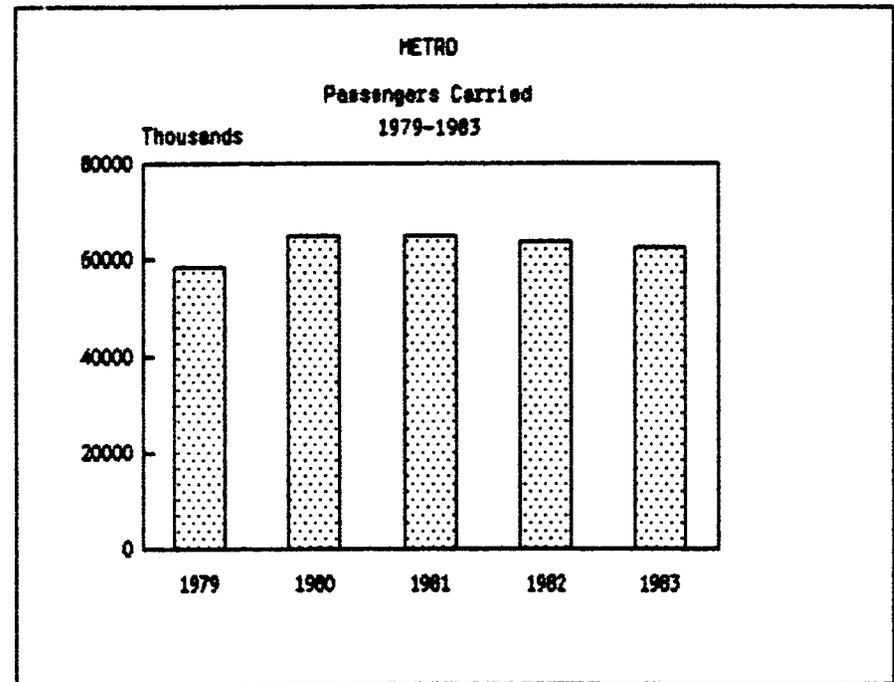
The Downtown Seattle Transit Project began in March 1981 to implement transportation goals adopted in the 1990 Plan. The preferred alternative for the project includes a rail-convertible electric bus tunnel under downtown Seattle, a surface level downtown circulation system, and surface improvements to Third Avenue and Pine Street. The Downtown Seattle Transit Project will help to reduce traffic and transit congestion, improve transit performance, schedule reliability, and circulation and air quality, and reduce noise and odors in the downtown area.

Metro is also studying other regional transit investment requirements through the year 2000. This resulted from regional concerns about transportation and traffic congestion in the greater central Puget Sound area. The area between downtown Seattle and south Snohomish County has been the first corridor considered. Study of this area, referred to as

the "North Corridor" has considered the use of light rail and advanced bus technology.

As a result of this work, a regional system planning effort is about to begin. The purpose of this study will be to examine long-term transit options (such as LRT or further bus expansion) that could be implemented after the downtown tunnel is in use.

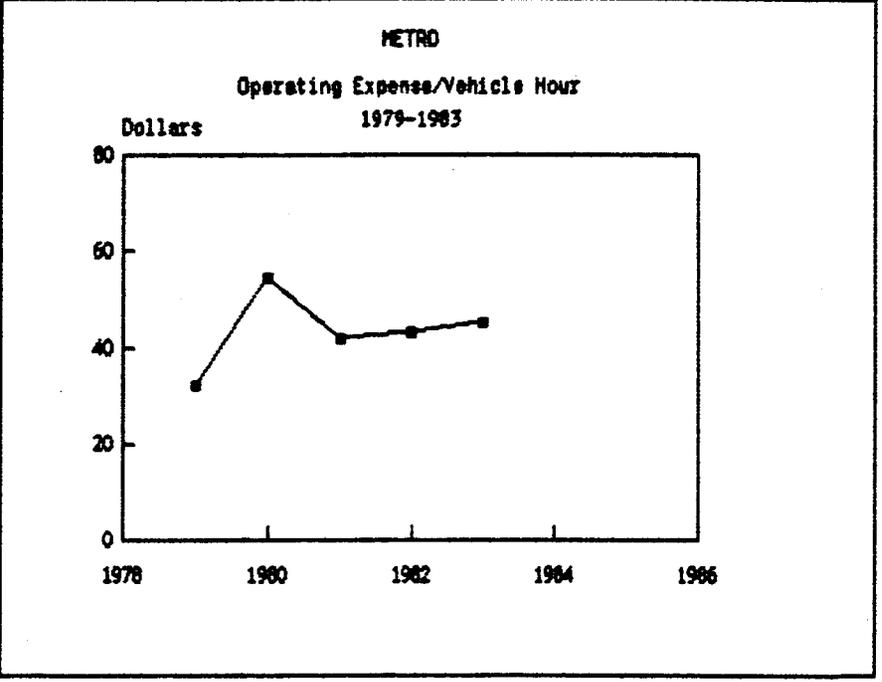
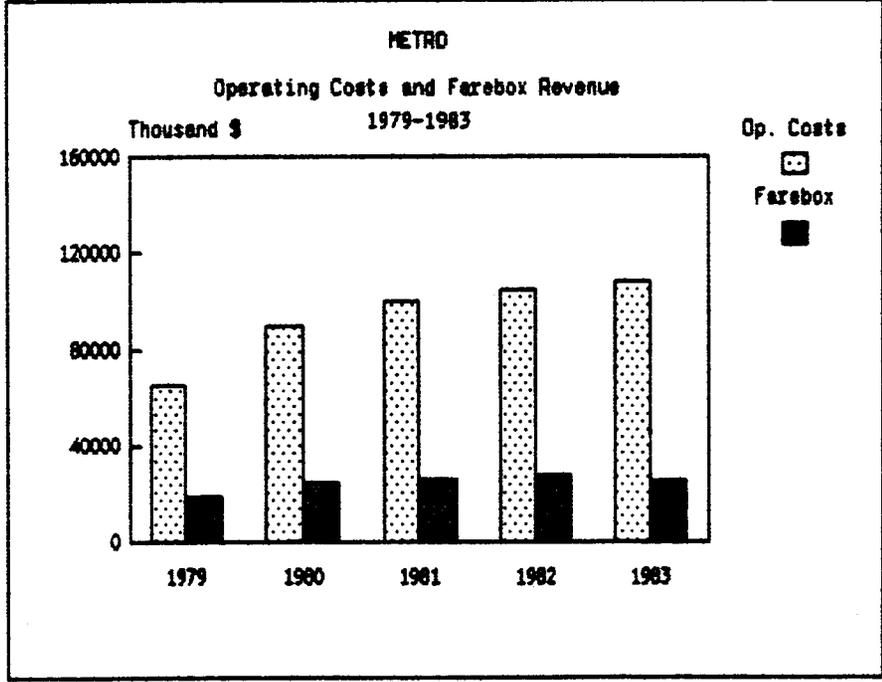
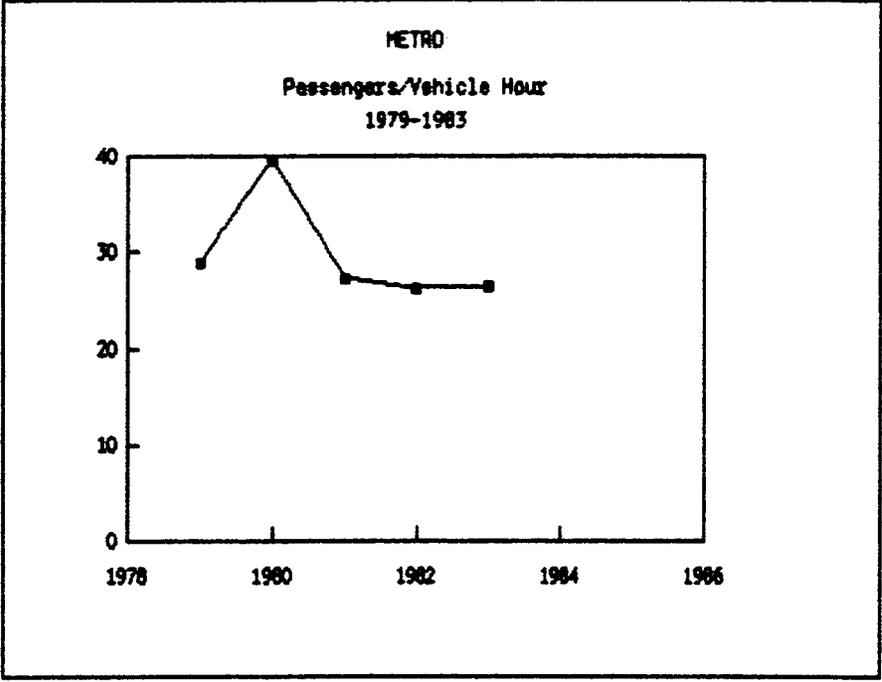
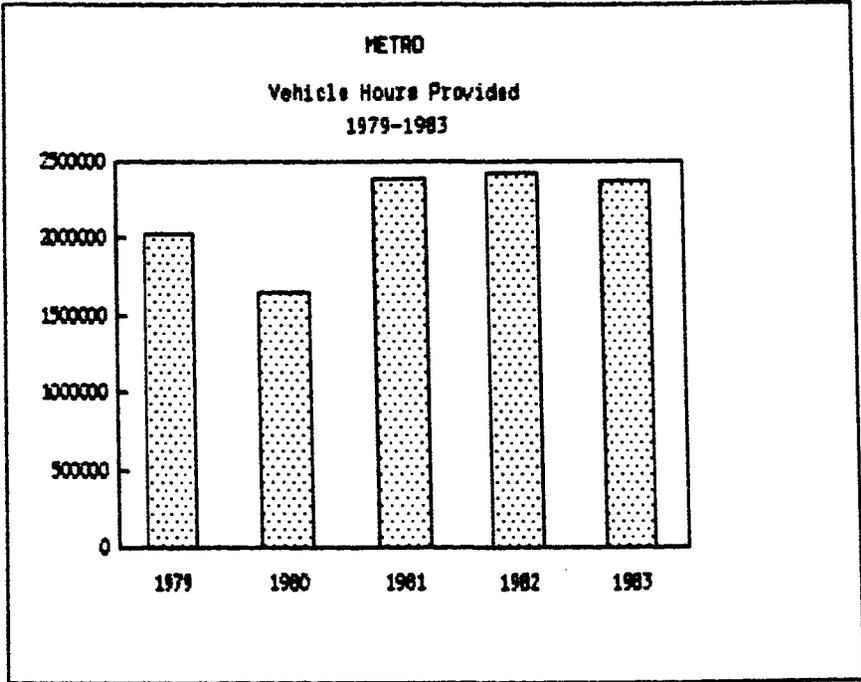
The transfer of Commuter Pool from Seattle-King County to Metro will occur in 1984. Commuter Pool offers programs which encourage greater occupancy of vehicles in the region. Services provided by Commuter Pool include ridematching services for carpooling, vanpools, and park-and-pool lots. Assistance is also provided by Commuter Pool to help public and private organizations establish ridesharing and flexible working hours programs.

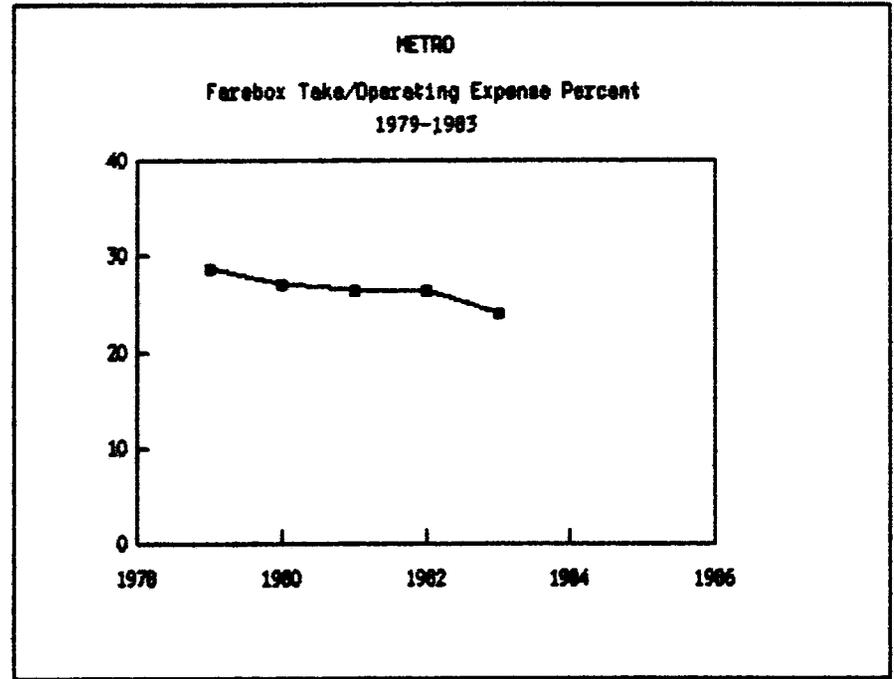
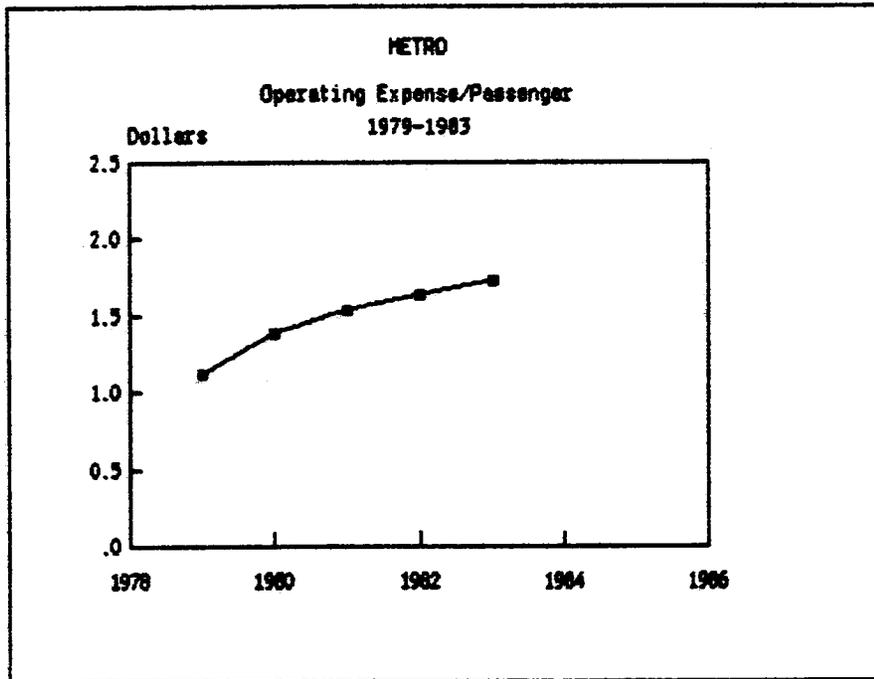


General Statistics

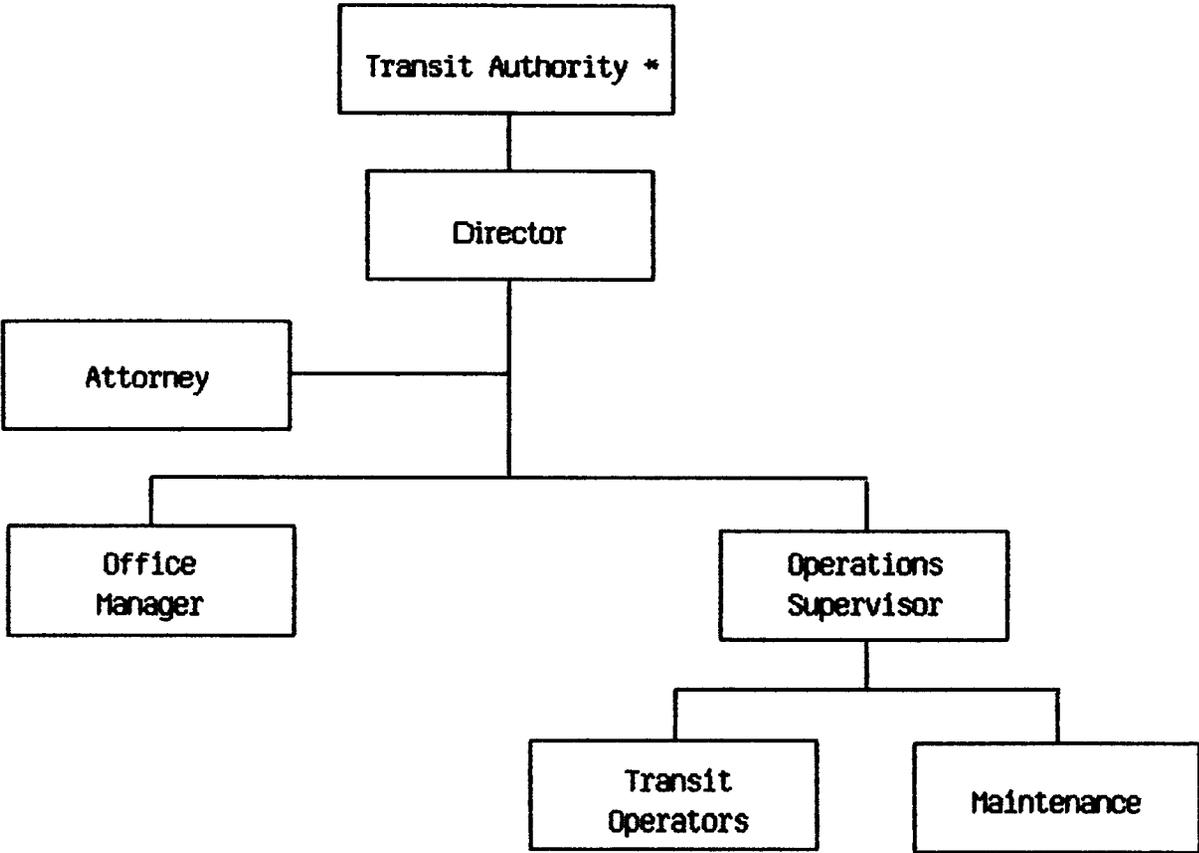
METRO (Seattle)

Operations	1979	1980	1981	1982	1983
Population base	1,231,500	1,269,700	1,309,800	1,311,400	1,315,800
Passengers carried	58,259,000	64,963,000	64,879,000	63,574,000	62,514,000
Number of vehicles	974	1,134	1,026	1,056	1,145
Miles of route	1,970	1,970	2,050	2,050	2,050
Veh miles travelled	27,679,000	30,714,000	33,260,000	33,337,000	32,785,700
Veh hours provided	2,024,000	1,646,000	2,384,000	2,427,000	2,376,700
Revenues					
Farebox	\$ 18,658,000	\$ 24,296,000	\$ 26,389,100	\$ 27,565,100	\$ 25,744,900
Local tax	29,303,000	30,613,000	40,727,700	62,060,500	71,249,800
Motor veh excise tax	20,490,000	22,707,100	25,207,100	26,035,800	27,633,300
Federal funds	40,710,000	39,578,600	13,957,000	39,843,500	26,504,600
Other funds	5,350,100	10,469,700	7,891,800	8,869,500	9,063,100
Revenue Total	\$114,511,100	\$127,664,400	\$114,172,700	\$164,374,400	\$160,195,700
Expenditures					
Capital	\$ 50,303,000	\$ 39,774,600	\$ 13,600,000	\$ 37,781,900	\$ 34,253,700
Operations	65,263,000	89,695,700	\$100,228,900	\$104,481,800	\$107,638,800
Expenditure Total	\$115,566,000	\$129,470,300	\$113,828,900	\$142,263,700	\$141,892,500
Transit Performance					
Passenger/Capita	47.31	51.16	49.53	48.48	47.51
Passenger/Veh hour	28.78	39.47	27.21	26.19	26.30
Op Exp/Veh mile	\$ 2.36	\$ 2.92	\$ 3.01	\$ 3.13	\$ 3.28
Op Exp/Veh hour	\$ 32.24	\$ 54.49	\$ 42.04	\$ 43.05	\$ 45.29
Op Exp/Passenger	\$ 1.12	\$ 1.38	\$ 1.54	\$ 1.64	\$ 1.72
Farebox take/Pass	\$ 0.32	\$ 0.37	\$ 0.41	\$ 0.43	\$ 0.41
Farebox take/Op exp %	28.59	27.09	26.33	26.38	23.92





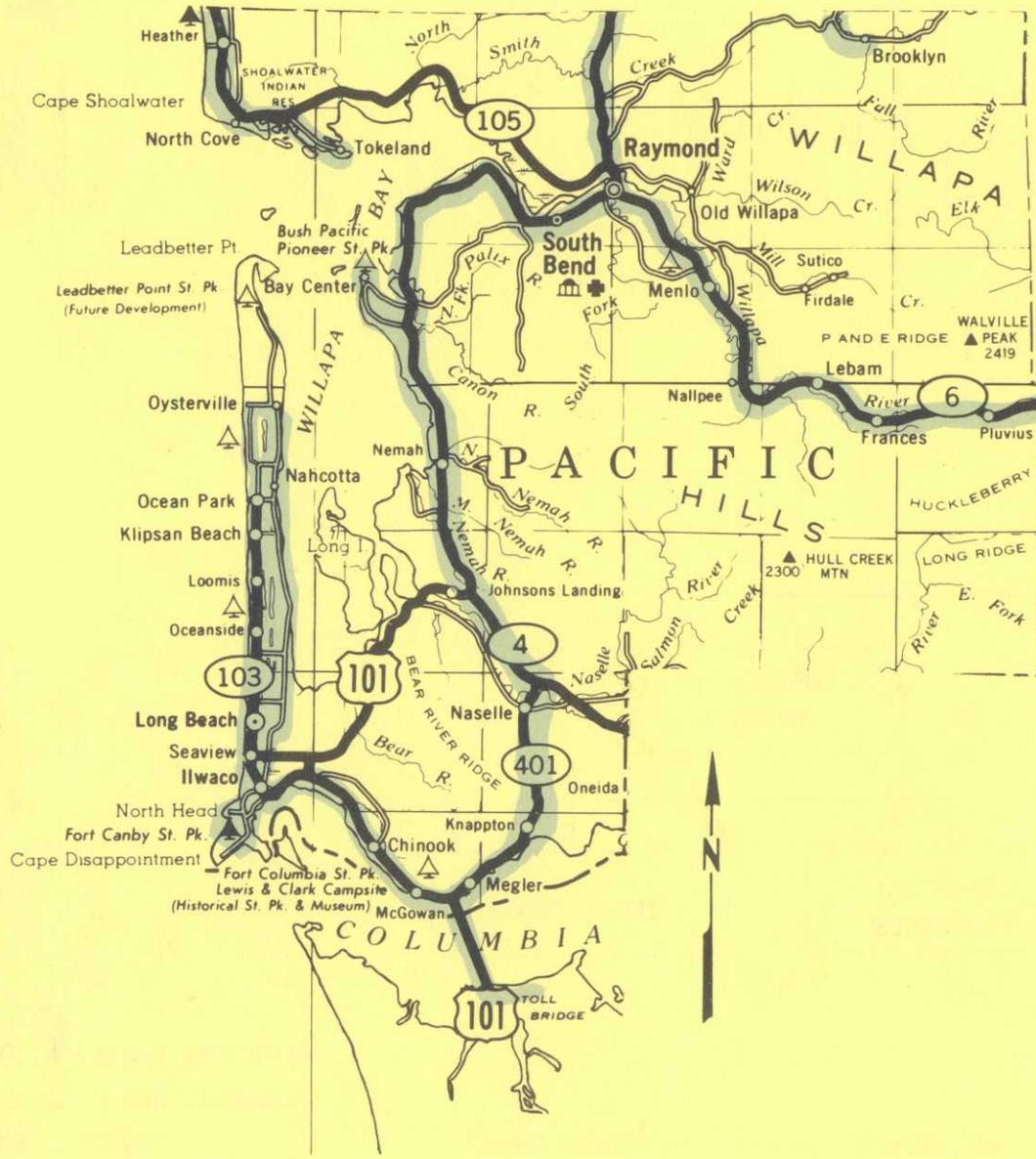
Pacific Transit System



* 7 Members

- 3 County Commissioners
- 1 Elected Official Each: Ilwaco, Long Beach, Raymond, and South Bend

Director: Daniel A. DiGuilio
Address: 216 N. Second Street
Raymond, WA 98577
Phone: (206)875-6541
Scan 541-1450



Pacific Transit
 Service Area

PACIFIC TRANSIT SYSTEM

HISTORICAL BACKGROUND

The Pacific Transit System is a Public Transportation Benefit Area (PTBA) created on August 8, 1979 by three Pacific County Commissioners and one elected representative from the cities of Raymond, South Bend, Ilwaco, and Long Beach. The boundaries of the PTBA encompass all of Pacific County, located in the extreme southwest corner of Washington State.

In November 1979, the voters approved a .3 percent sales and use tax to support capital acquisition, maintenance, and operating costs for the countywide transit system. The system began operating service on January 2, 1980.

SERVICE

Pacific Transit System provides a combination of fixed route services and demand response services. The transit system provides seven fixed routes. Four fixed routes are provided in the north county area. They include service between Raymond and South Bend Monday through Saturday and three round trips Monday through Friday between Raymond and Aberdeen.

Grays Harbor Transportation Authority provides service on the remaining two north county routes under contract to Pacific Transit System. Both routes consist of extensions of existing Grays Harbor routes. Service is provided three times daily, Monday through Saturday to North Cove and Tokeland along Pacific County's north coastal area, and twice daily Monday through Friday to the North River School located in Brooklyn, a small unincorporated area.

Three fixed routes are provided in the south county area and along the Long Beach Peninsula. Service is provided Monday through Saturday between Ilwaco and Oysterville located in the extreme northern portion of the Long Beach Peninsula. Three round trips are provided Monday through Friday between Ilwaco and Astoria, Oregon.

Two round trips are provided daily Monday through Friday between Ilwaco and South Bend. This route provides an important link in the system's comprehensive transportation network connecting the north county services with south county services.

A demand response service is available in both north and south county. The service is available Monday through Friday serving areas where accessibility to fixed route service is not available and to handicapped persons throughout the county.

ADMINISTRATION, PERSONNEL AND EQUIPMENT

The governing authority of Pacific Transit System consists of seven members (three county commissioners, and one elected official from each of the county's four incorporated cities) who review the system's progress and act upon recommendations of the transit director. Pacific Transit System personnel consists of a director, operations supervisor, office manager, one mechanic, and ten transit operators.

Pacific Transit System currently operates eight 30 foot transit coaches five of which are lift equipped and two 14 passenger lift equipped vans.

FINANCES

Pacific Transit System receives .3 percent sales and use tax as its primary revenue source. The sales tax is matched dollar for dollar from the motor vehicle excise tax.

Pacific Transit System pursues an aggressive grant program utilizing both Section 3 and Section 18 of the Urban Mass Transportation Act of 1964, as amended to meet many of the capital needs.

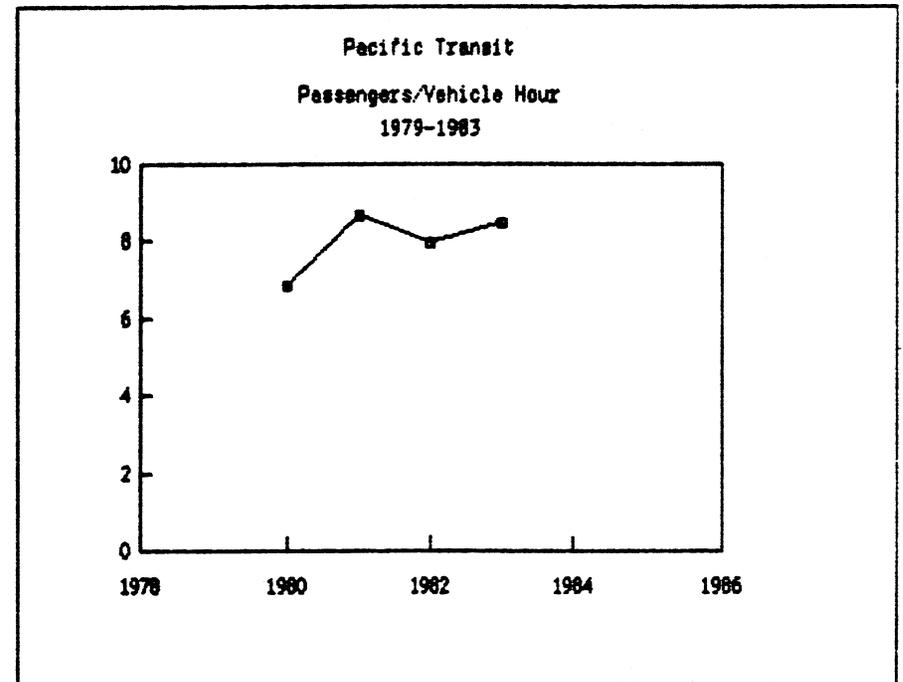
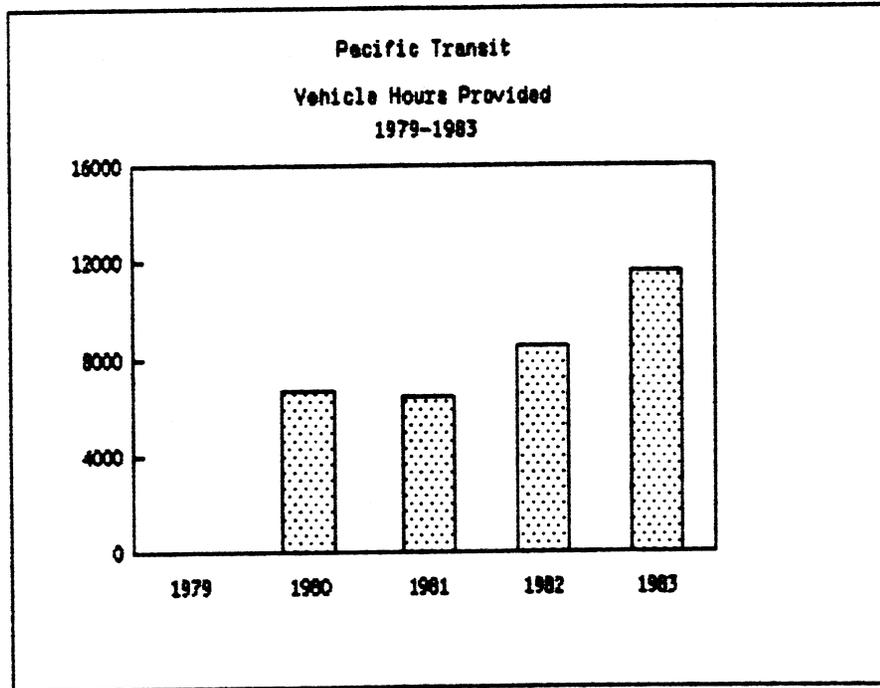
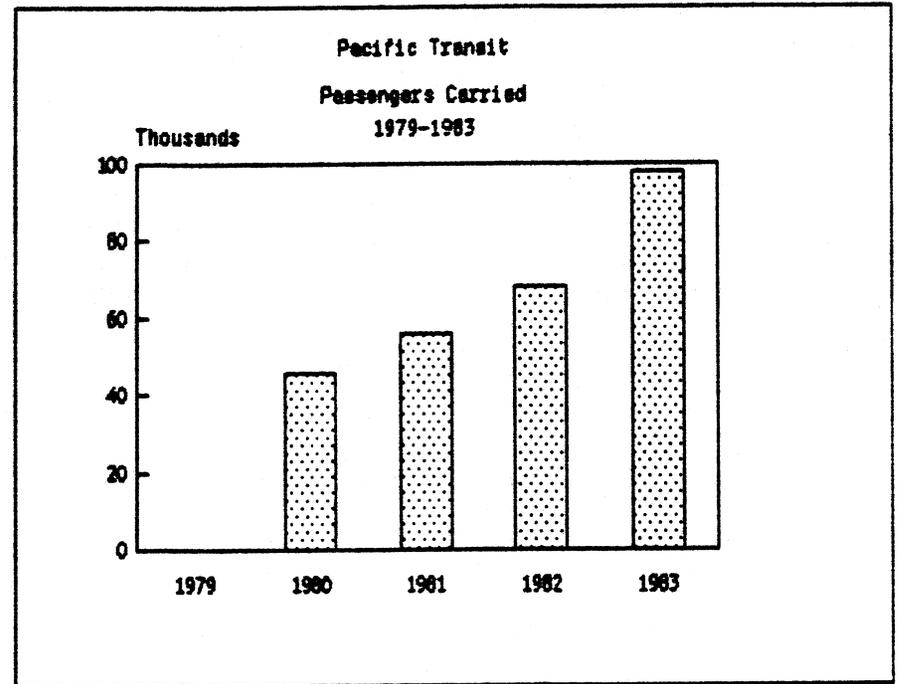
The transit fare is 25 cents throughout the county. Senior citizens and handicapped citizens may purchase a monthly unlimited ride pass for \$5.00.

PATRONAGE

Transit ridership has grown from 46,121 annual riders to over 97,000 during 1983. This represents an increase of 210 percent over the four year period. Ridership during the 1st quarter of 1984 exceeded 1983 figures by 13 percent.

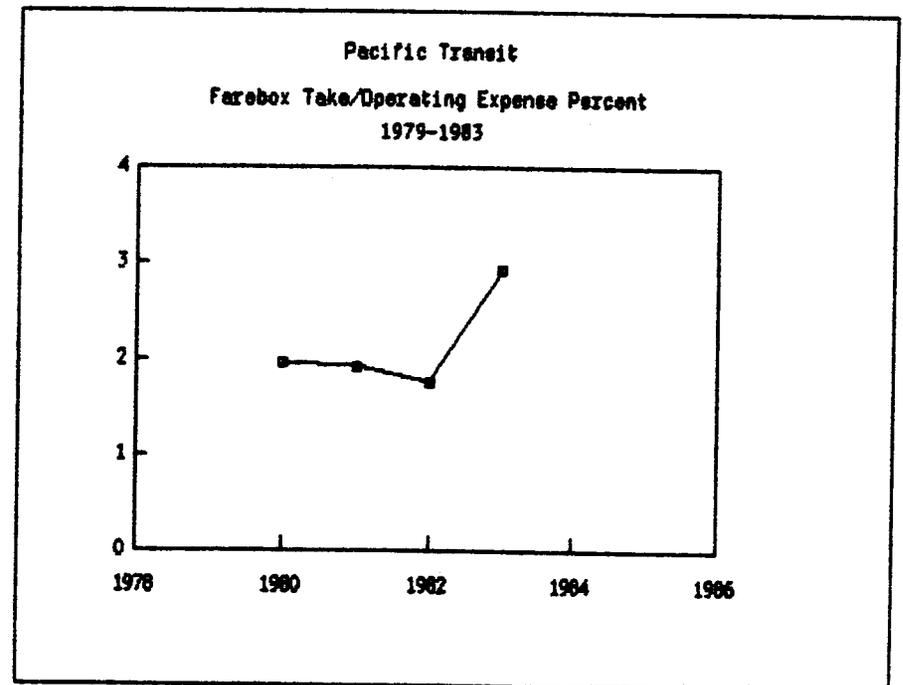
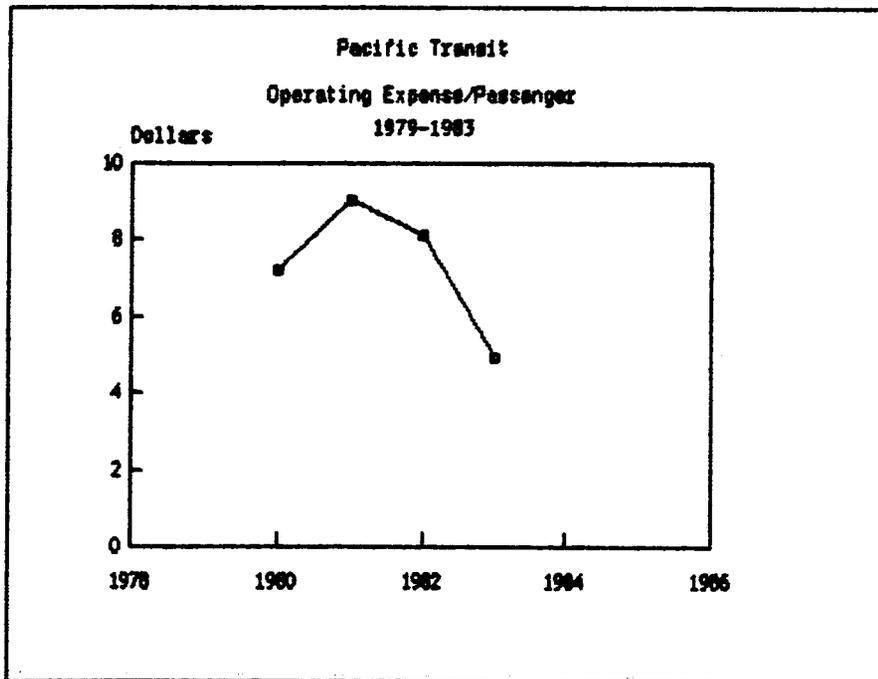
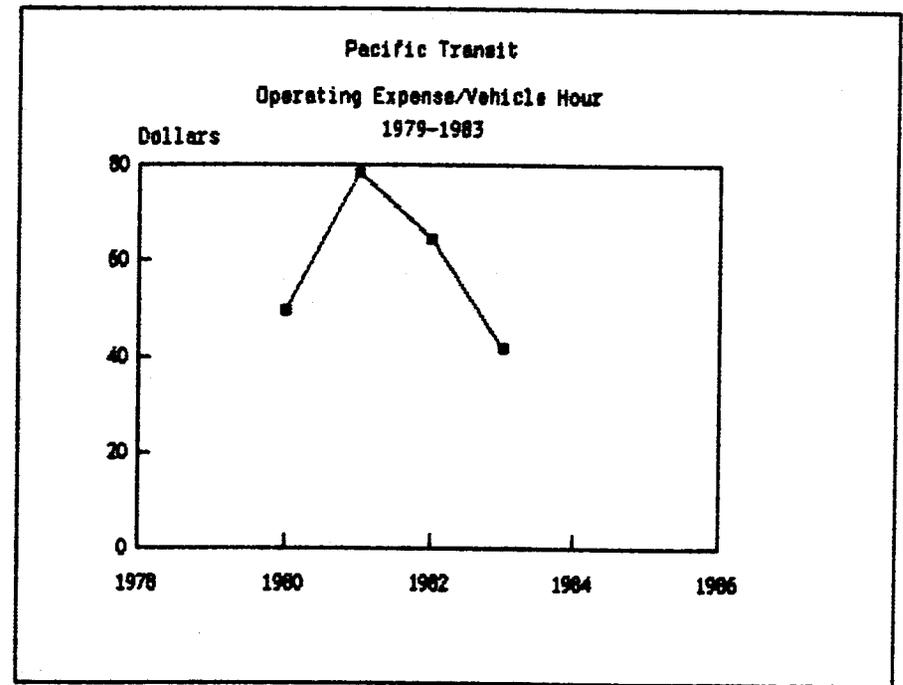
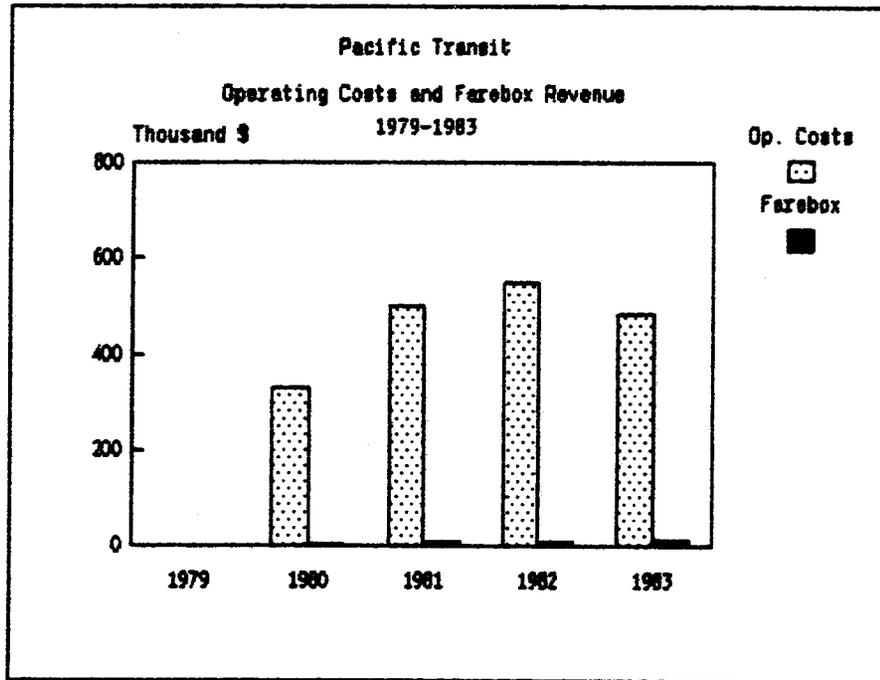
FUTURE PLANS

The recently updated comprehensive transportation plan for Pacific Transit System identifies several areas where additional transit services are required. While there are no immediate plans to implement the recommended new services, as conditions permit, Pacific Transit System will implement the new services.

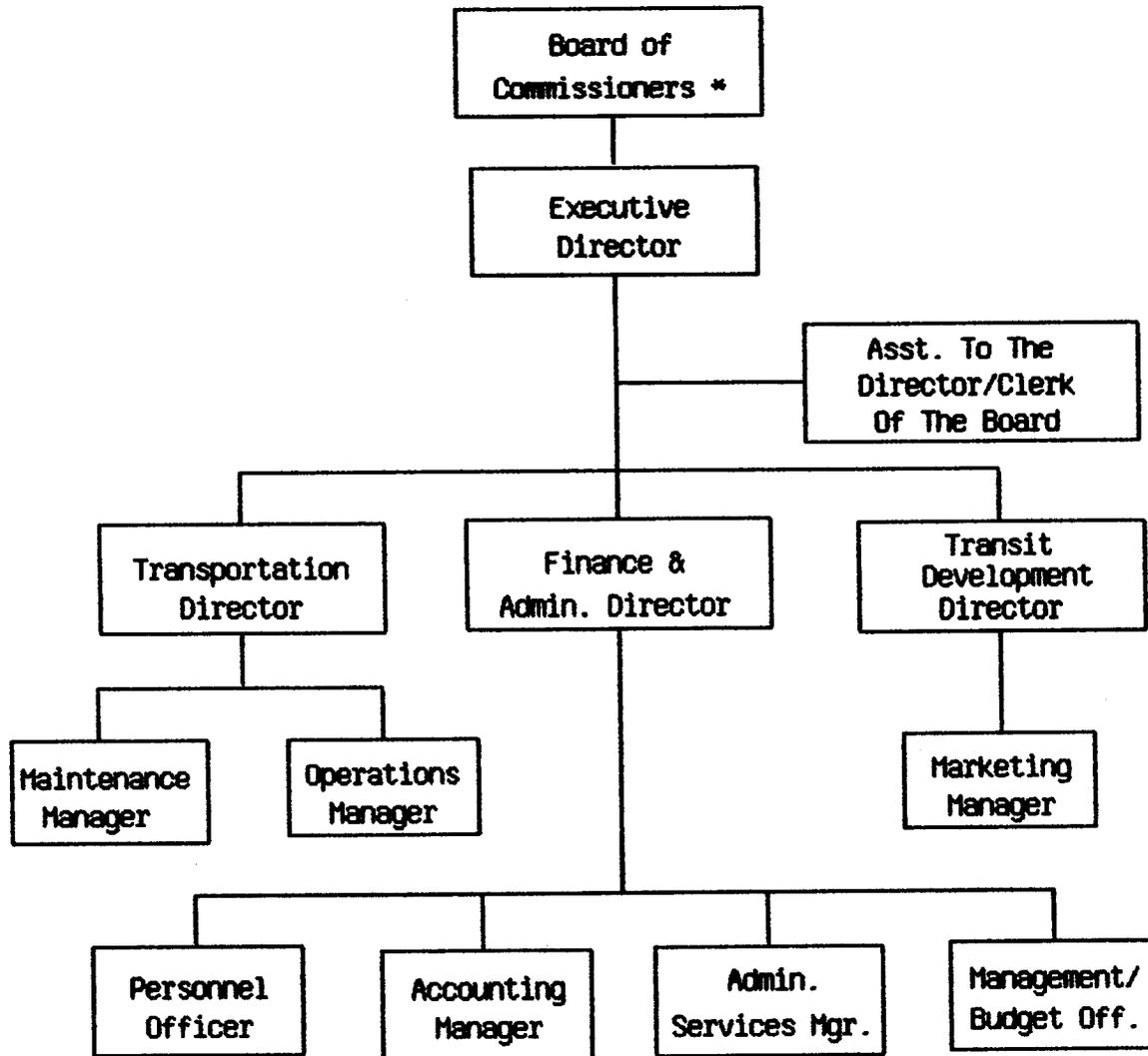


**General Statistics
Pacific Transit**

Operations	1979	1980	1981	1982	1983
Population base	N/A	17,200	17,800	17,700	17,800
Passengers carried		46,000	55,500	67,500	98,000
Number of vehicles		0	1	9	9
Miles of route		281	291	281	148
Veh miles travelled		143,000	171,600	209,100	317,500
Veh hours provided		6,700	6,400	8,500	11,600
Revenues					
Farebox		\$ 6,500	\$ 9,600	\$ 9,600	\$ 14,100
Local tax		182,100	227,000	229,500	245,400
Motor veh excise tax		130,000	255,000	227,000	199,500
Federal funds		1,600	132,400	903,500	63,700
Other funds		85,300	21,100	40,900	18,000
Revenue Total		\$ 405,500	\$ 645,100	\$ 1,410,500	\$ 540,700
Expenditures					
Capital		\$ 1,900	\$ 52,100	\$ 883,500	\$ 5,200
Operations		331,400	500,500	549,700	483,400
Expenditure Total		\$ 333,300	\$ 552,600	\$ 1,433,200	\$ 488,600
Transit Performance					
Passenger/Capita		2.67	3.12	3.81	5.51
Passenger/Veh hour		6.87	8.67	7.94	8.45
Op Exp/Veh mile		\$ 2.32	\$ 2.92	\$ 2.63	\$ 1.52
Op Exp/Veh hour		\$ 49.46	\$ 78.20	\$ 64.67	\$ 41.67
Op Exp/Passenger		\$ 7.20	\$ 9.02	\$ 8.14	\$ 4.93
Farebox take/Pass		\$ 0.14	\$ 0.17	\$ 0.14	\$ 0.14
Farebox take/Op exp %		1.96	1.92	1.75	2.92



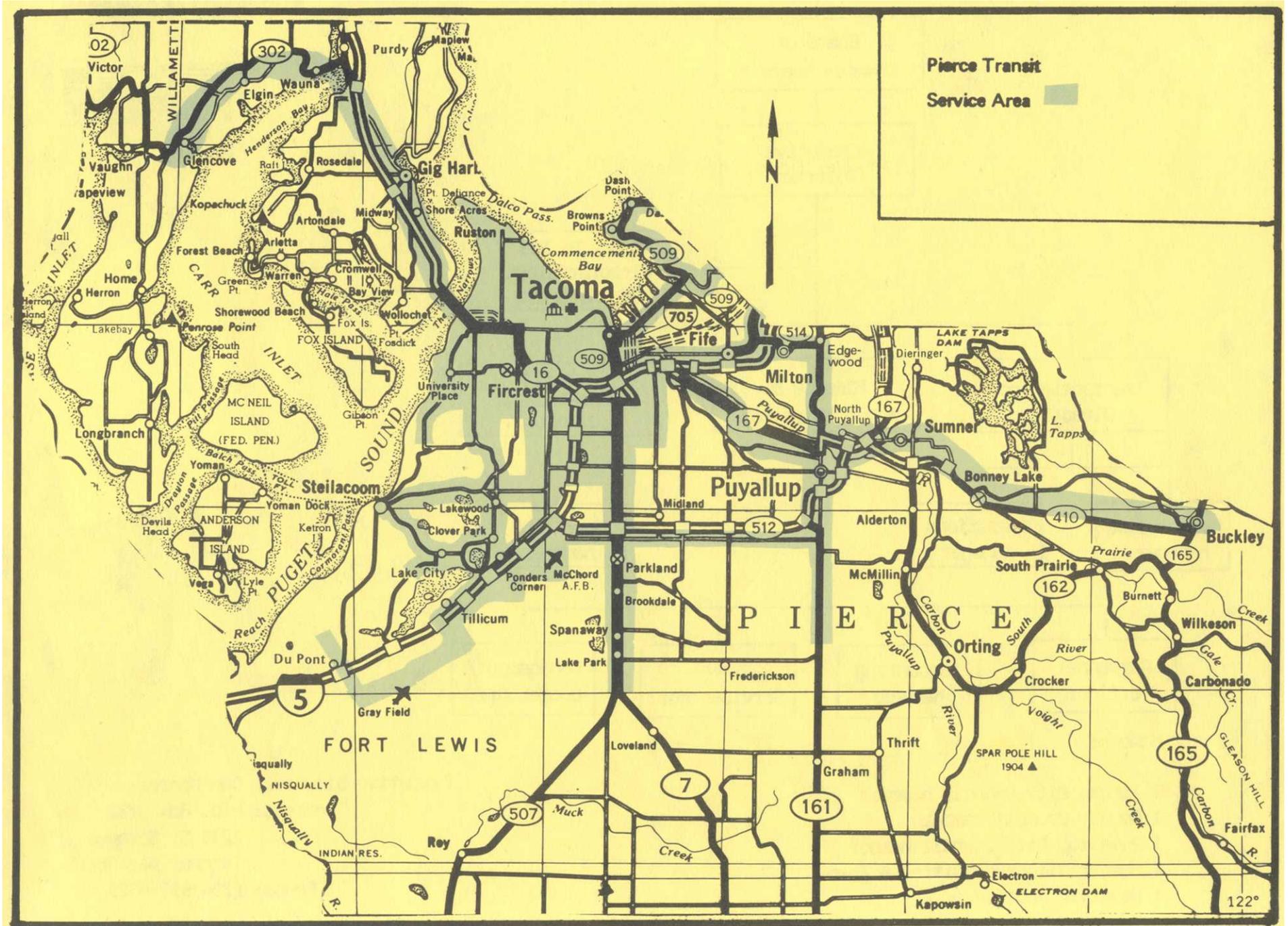
Pierce Transit



* 7 Members

- 3 Tacoma City Council Members
- 1 County Council Member
- 1 Puyallup City Council Member
- 1 Member All other Cities & Towns
- 1 County Executive

Executive Director: Don Monroe
Address: P.O. Box 5738
1235 S. Sprague
Tacoma, WA 98405
Phone: (206)592-4525



PIERCE TRANSIT

HISTORICAL BACKGROUND

Public transportation in Tacoma began in 1888 when the Tacoma Street Railway Company started operations with horse-drawn streetcars. This method of moving people soon gave way to coaches operated by steam and electricity, and several additional companies entered the field serving different parts of Tacoma. In 1897, the Union Pacific and Burlington railroads came to Tacoma, purchased five existing lines, and began citywide operations as the Tacoma Railway and Power Company. This company (renamed the Tacoma Transit Company in 1941) remained as the principal public transit operator in Tacoma until 1960, when the City of Tacoma purchased the system for \$750,000. During its 19 years of operations, Tacoma Transit provided a level of service that was essentially constant in terms of area coverage and passenger counts, but was one of the state's most efficient operators with respect to maintaining a low level of operating expenses and a high level of passenger loading. The transit system was supported by a \$0.75 per month household tax from 1965 through 1979. In November 1979, voters in the greater Tacoma area approved a .3 percent sales tax to finance a new transit system, the Pierce County Public Transportation Benefit Area (PTBA). On January 1, 1980, Pierce Transit assumed the operation of the Tacoma Transit System. During 1980, Pierce Transit also absorbed the private carriers' fixed-route services within its boundaries and greatly expanded transit services both inside and outside the Tacoma City limits to its present extent of 275 square miles.

SERVICE AND EQUIPMENT

Pierce Transit presently operates regularly scheduled service over 38 routes within the cities of Tacoma, Sumner, Steilacoom, Ruston, Fircrest, Puyallup, Fife, Milton, Gig Harbor, Bonney Lake, Buckley and the surrounding area which includes University Place, Parkland, Spanaway, South Hill, Purdy, and Key Center. Connections are made with King

County METRO in Federal Way. Pierce Transit is coordinating intercounty service with Kitsap Transit through a contractual relationship with Cascade Trailways, which also serves Kitsap County.

Service is provided between 4:30 a.m. and 1:30 a.m. on weekdays, 5:00 a.m. and 1:00 a.m. on weekends. Headways on all day routes vary between ten minutes and two hours, depending upon the time of day the day of the week. These services are provided by a fleet of 163 buses maintained at Pierce Transit's own garage and maintenance facility.

One of the special features of the system is the use of transit centers where riders can transfer quickly and easily between routes. Riders exit one bus at a transit center and step into another transfer bus as they continue to their destination. Five temporary transit centers are now in operation with six permanent transit centers planned.

Pierce Transit's SHUTTLE system provides door-to-door service for the disabled operating on a demand-response basis utilizing 20 vans weekdays and contract taxi service evenings and weekends. Operating hours are from 6:00 a.m. to 11:00 p.m. weekdays, 9:00 a.m. to 11:00 p.m. Saturdays, and 9:00 a.m. to 5:00 p.m. on Sundays.

RIDEPOOL is the title used to encompass Pierce Transit's ridesharing services. These services include free matching services for carpoolers and vanpoolers, employer support, park-and-ride, and do-it-yourself vanpooling. Matching files are computerized and allow for fast easy retrieval to find potential carpoolers or vanpoolers for new applicants. Employer support aids employees who have a common destination and who want to commute with a fellow employee.

ADMINISTRATION AND PERSONNEL

Pierce Transit is organized into three separate functional areas: Transportation, Finance and Administration, and Transit Development. These departments currently

employ 404 people. Each department has a director who reports to the executive director. The executive director is appointed by the board of commissioners. The board establishes policy and approves system innovations and expenditures. During 1983, under the direction of the board of commissioners, Pierce Transit developed a mission statement to guide the agency. The mission of Pierce Transit employees is to provide safe, courteous, reliable transportation service that is: convenient, attractive, responsive, and economical.

FINANCES AND FARES

Pierce Transit is partially funded by a 0.3 percent sales tax. This tax generated \$7.6 million in 1983. The system also received approximately \$6.4 million in 1983 in Motor Vehicle Excise Tax funds. This revenue plus federal operating funds from UMTA and fare box revenues make up the expected 1984 operating budget of \$23.7 million. Additional monies were received through UMTA for capital assistance and matched by portions of the sales tax and MVET monies.

Fares were raised for the second time in 25 years on January 1, 1984. The current fare structure is based on the time of day the service is used. Cash fares are 60 cents during peak periods (weekdays before 9:00 a.m., and between 4:00 p.m. and 6:00 p.m.) and 35 cents during all other hours. Senior citizens (65 years of age with ID) and disabled persons (with ID may ride during the off-peak periods for 25 cents. Additionally, three monthly passes are marketed: a commuter pass selling for \$18.00; a youth (ages 6-18) pass for \$15.00; and a senior or disabled pass selling for \$10.00. These passes are good at all times. Tokens are 40 for \$12.00.

PATRONAGE

System ridership in 1983 was 11,484,000. Vehicle miles of service in 1983 totalled 5,500,000 compared to 5,700,000 in 1982 on fixed-route service. In the summer of 1983, the Tacoma School District elected to contract with a private carrier for service previously provided by Pierce Transit.

This accounts for about 600,000 fewer riders in the latter half of 1983 than were carried by Pierce Transit in 1982. The other portion of ridership decline on the Pierce Transit system seems to be consistent with other trends at the state and national level, attributable mainly to lower gasoline prices. The largest single group of Pierce Transit's patrons (61 percent) are adults (under 65) on fixed-route service. Students comprise 31 percent of the total ridership, while the elderly and handicapped make up 8 percent of the total. Total SHUTTLE van/taxi passengers rose from 100,595 in 1982 to 132,596 in 1983.

FUTURE PLANS

April 1984 is the target month for groundbreaking on the first transit center facility in Parkland. Both the Parkland and Tacoma Community College transit centers should be completed by year end. Each center will offer a lighted, sheltered platform complete with public information, benches, telephones, and driver restroom facilities. Three other transit center facilities are planned -Puyallup, the Tacoma Mall, and 72nd and Portland.

A draft environmental impact statement is complete on two proposed sites for Pierce Transit's new maintenance and operation base. A public hearing is scheduled for May 1984 on the DEIS, and completion of the base which could house up to 250 vehicles is planned for 1987.

Specifications are being drawn for the purchase of 35 new 40-foot buses. Bids will be called for in late 1984 with delivery being phased over 1985 and 1986.

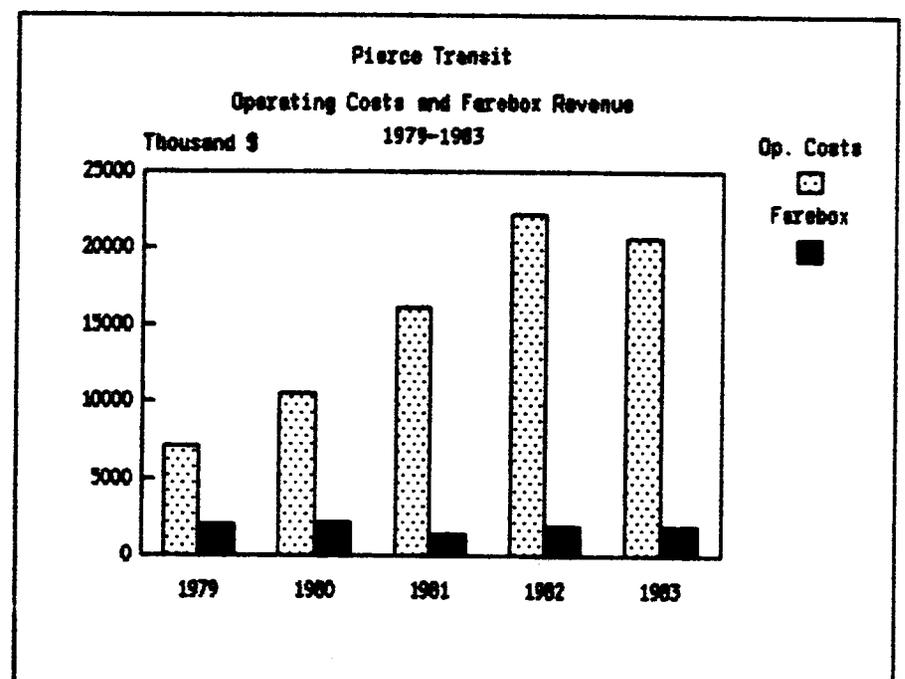
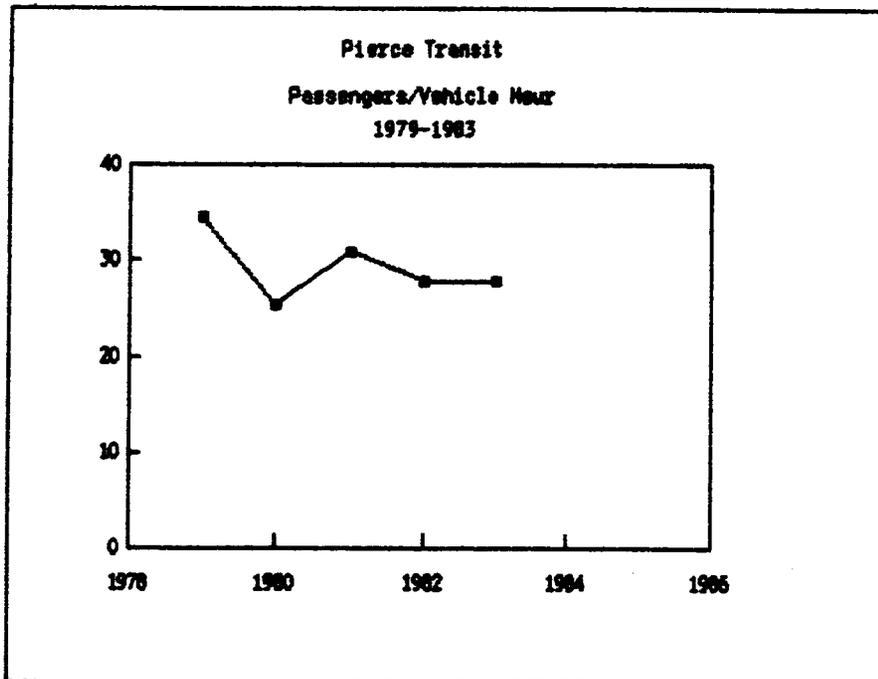
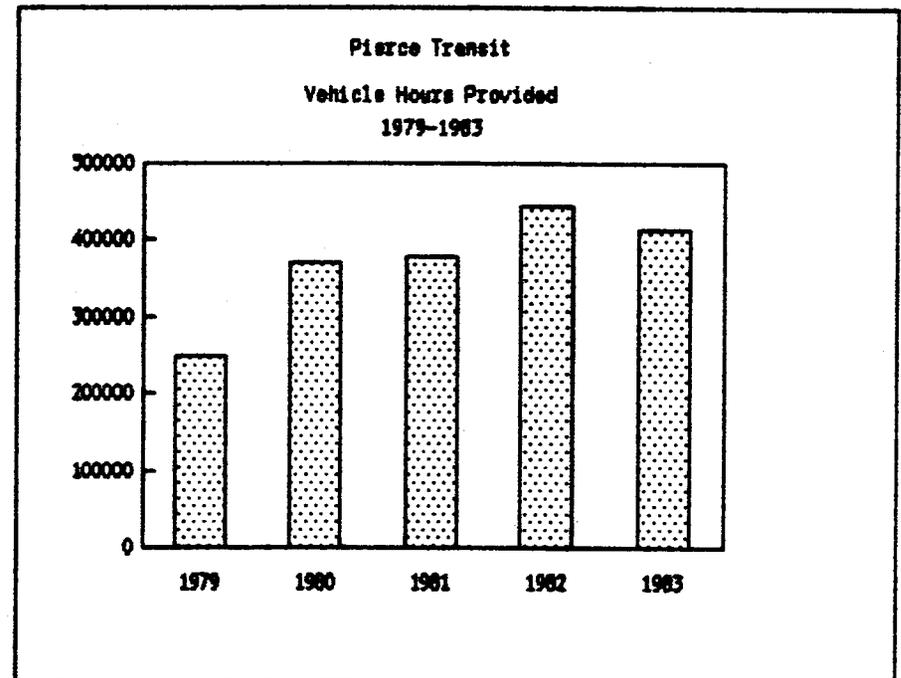
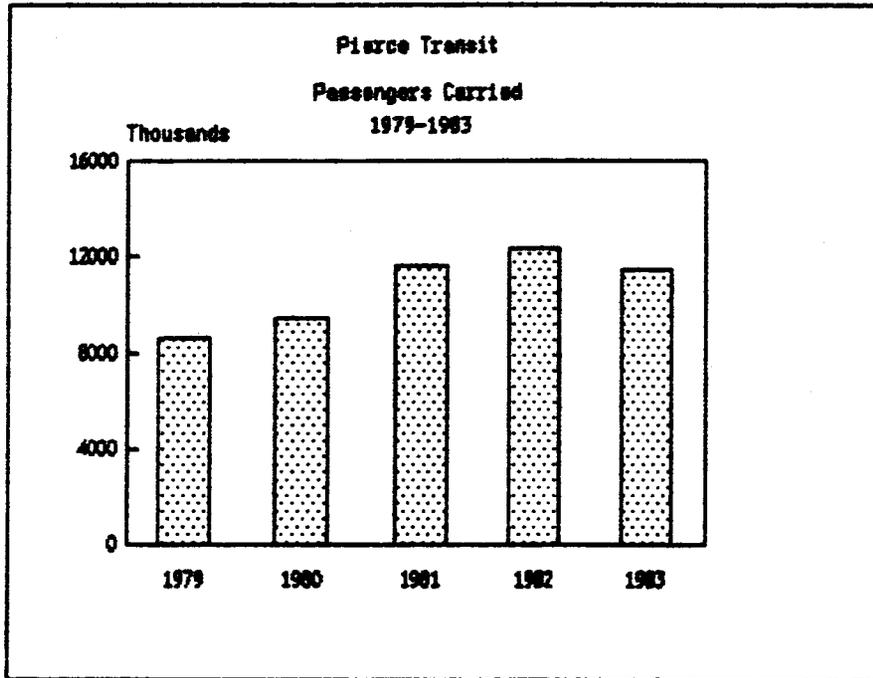
Future plans for RIDEPOOL include adding to the matching base, continuing to work with Pierce County employers, and increasing the number of park-and-ride spaces available to commuters.

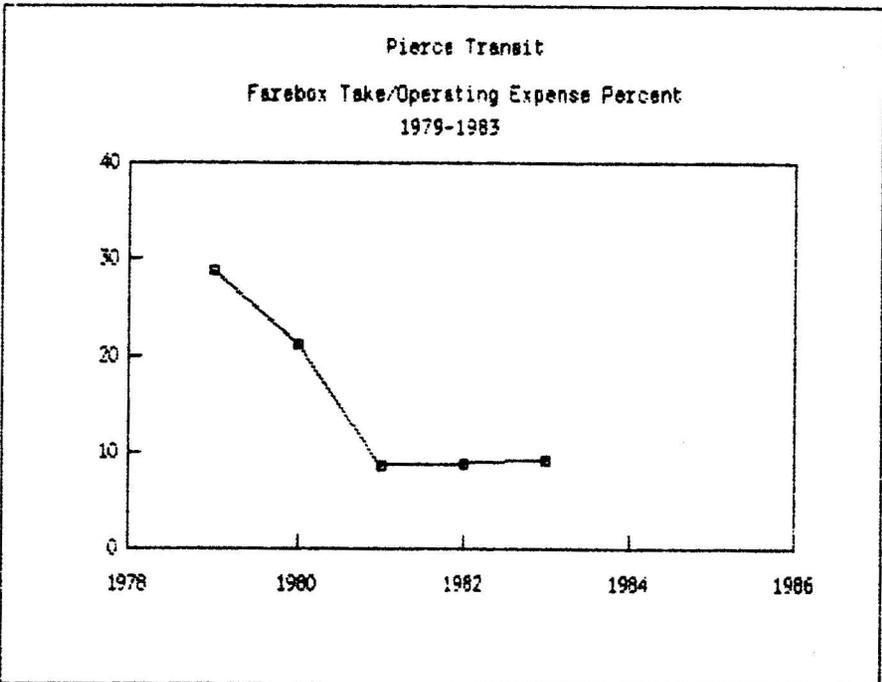
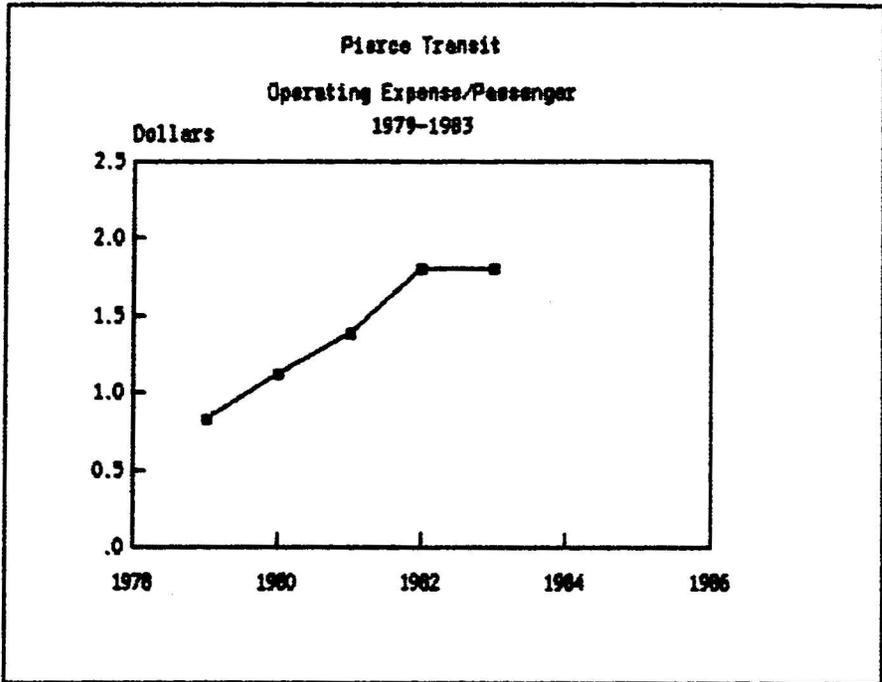
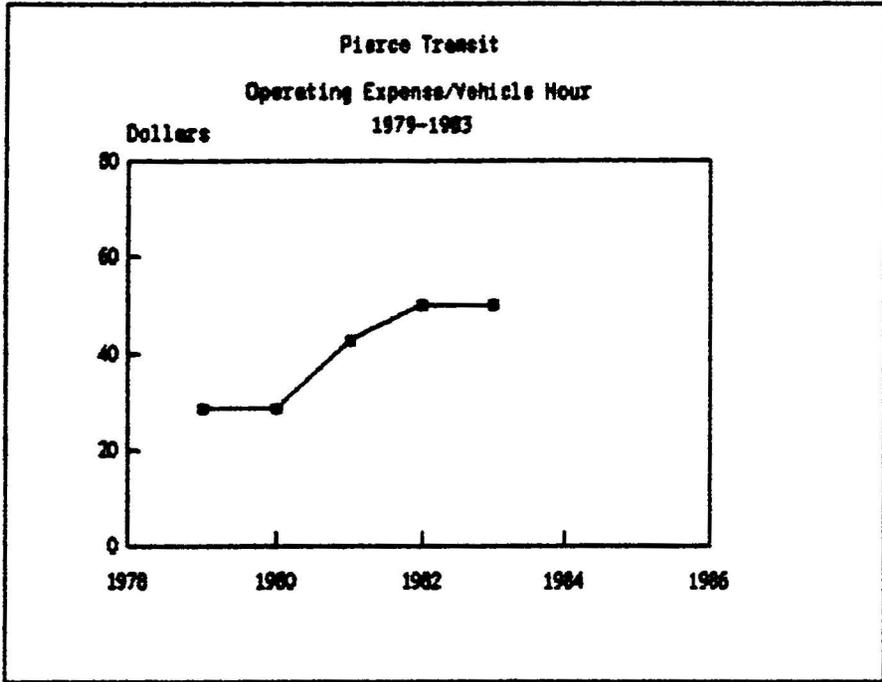
Service modifications are underway this year to assure a stronger commuter orientation for the most cost-effective fixed-route service. Changes will take place and new schedules will be written for all of the 38 routes by September 1984.

General Statistics

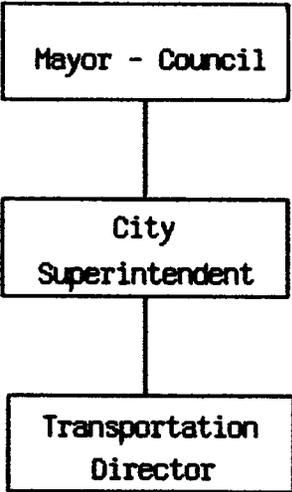
Pierce Transit

Operations	1979	1980	1981	1982	1983
Population base	157,800	328,000	412,700	415,300	417,400
Passengers carried	8,643,000	9,418,000	11,629,000	12,338,600	11,484,000
Number of vehicles	184	170	214	209	184
Miles of route	161	275	683	657	345
Veh miles travelled	3,198,000	5,028,000	5,716,000	6,157,000	5,987,000
Veh hours provided	250,000	370,000	378,000	443,900	413,000
Revenues					
Farebox	\$ 2,068,000	\$ 2,247,100	\$ 1,387,000	\$ 1,949,800	\$ 1,914,900
Local tax	505,200	4,727,700	6,860,000	7,711,900	8,538,200
Motor veh excise tax	1,564,400	3,541,000	5,519,000	5,922,200	6,149,700
Federal funds	2,387,900	5,023,800	2,718,000	4,253,900	5,786,500
Other funds	1,079,400	549,400	2,591,900	2,392,500	1,919,000
Revenue Total	\$ 7,604,900	\$ 16,089,000	\$ 19,075,900	\$ 22,230,300	\$ 24,308,300
Expenditures					
Capital	\$ 366,000	\$ 4,877,500	\$ 2,464,000	\$ 1,100,800	\$ 1,726,800
Operations	7,162,000	10,591,400	16,086,300	22,203,200	20,697,400
Expenditure Total	\$ 7,528,000	\$ 15,468,900	\$ 18,550,300	\$ 23,304,038	\$ 22,424,200
Transit Performance					
Passenger/Capita	54.77	28.71	28.18	29.45	27.51
Passenger/Veh hour	34.57	25.45	30.76	27.80	27.81
Op Exp/Veh mile	\$ 2.24	\$ 2.11	\$ 2.81	\$ 3.61	\$ 3.46
Op Exp/Veh hour	\$ 28.65	\$ 28.63	\$ 42.56	\$ 50.02	\$ 50.11
Op Exp/Passenger	\$ 0.83	\$ 1.12	\$ 1.38	\$ 1.80	\$ 1.80
Farebox take/Pass	\$ 0.24	\$ 0.24	\$ 0.12	\$ 0.16	\$ 0.17
Farebox take/Op exp %	28.87	21.22	8.62	8.78	9.25

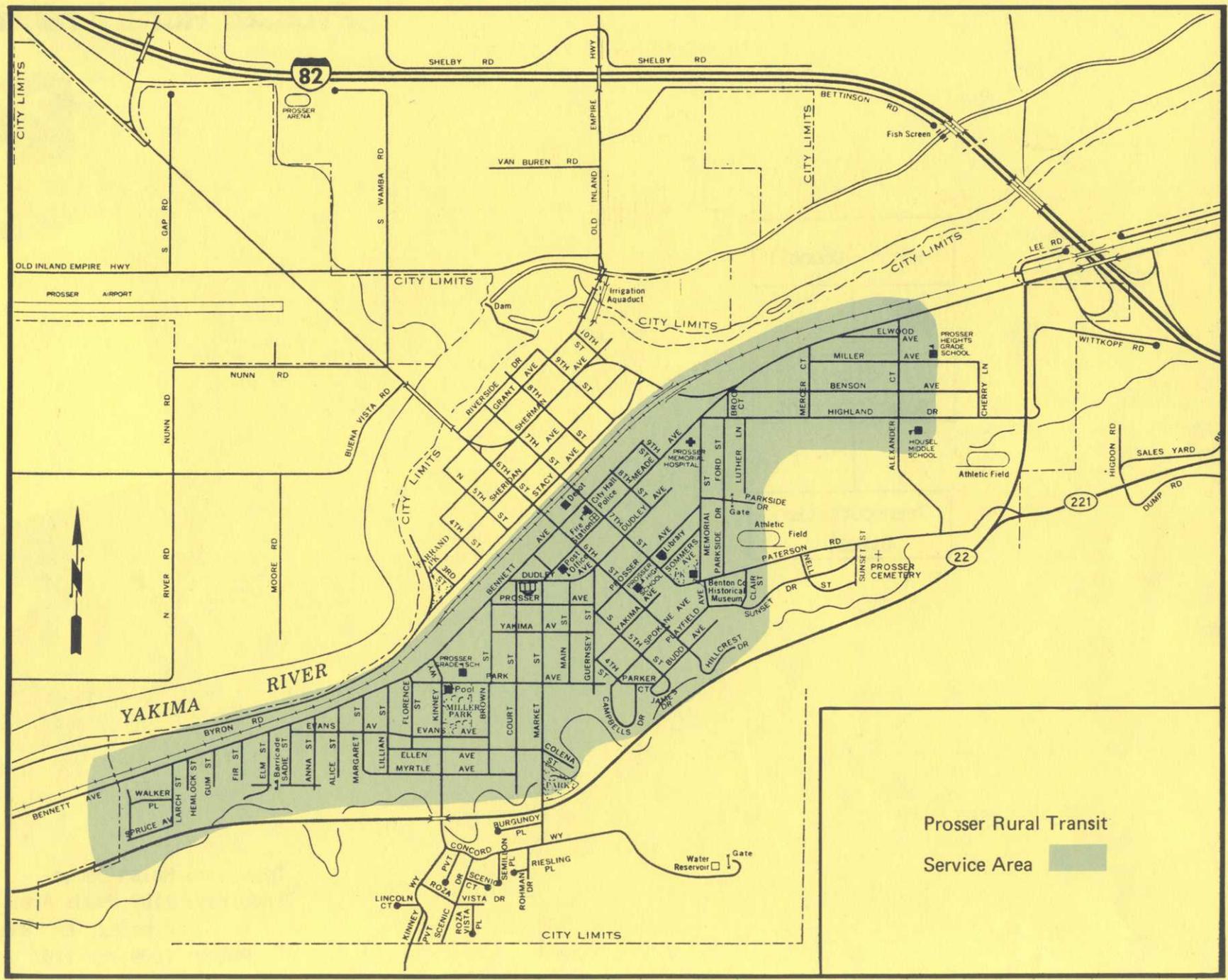




Prosser Rural Transit



Director: Helen Davis
Address: 1109 Meade Ave.
Prosser, WA 99350
Phone: (509)786-1707



PROSSER RURAL TRANSIT

HISTORICAL BACKGROUND

The Prosser Rural Transportation Program (PRTP) began operations in April 1977 as a demonstration program funded through Section 147 of the Federal Aid Highway Act of 1973 (Rural Highway Public Transportation Demonstration Programs). Prior to inauguration of the PRTP, there was no public transportation service available in the city; the Greyhound Bus Line provided the only intercity bus service.

Planning for development of the PRTP began in early 1974 when community leaders realized the urgent need for transportation services for the area's elderly and handicapped. Prosser is a small city, 3,900 population, but serves retail, health, and education needs of over 15,000 people in the surrounding rural areas. A disproportionate percentage of elderly (14 percent) live in the service area as compared to the county as a whole (6 percent), and distances to towns in the service area range up to 15 miles. In 1983 the name of the transit system was changed to Prosser Rural Transit (PRT).

Also in 1983 plans were made to give Prosser's vans a new look. New logos are now on all vans, new ride guide schedules were printed, and in the summer of 1984 bus stop signs will be placed in residential and downtown areas.

Goals established for the PRT are:

- to establish a transportation service that will increase the mobility of the transportation disadvantaged.
- to encourage a coordinated approach to public transportation by the area's social organizations.
- to develop a program that provides guidance other rural areas needing public transportation.
- to accumulate technical data that will aid national decision-making concerning rural transportation programs.
- to develop plans for continuance of the system at the end of the two-year demonstration period.

SERVICE

PRT service is of three general types: (1) scheduled route, (2) dial-a-ride, and (3) charter. Scheduled route service is provided Monday through Friday in the downtown Prosser area; there are five pick-up locations and two destination points. Service is generally from 9:00 a.m. to 4:00 p.m. with one-hour headways. The dial-a-ride service operates on all city streets and surrounding areas, from 9:00 a.m. to 4:00 p.m., and operates on both a demand-response basis and on a special schedule providing transportation to community activities such as senior citizen lunches. The charter service is made available to local groups when the buses are not being used for regular service.

ADMINISTRATION, PERSONNEL AND EQUIPMENT

Administrative functions of the PRT are split among several organizations. The City of Prosser serves as the agency responsible for administering the federal grant that funds the demonstration project. All vehicle purchases, licensing and insuring, maintenance, and communications are city responsibilities. The Prosser Rural Highway Public Transportation Coordinating Committee, appointed by the Prosser City Council, is directed to monitor and evaluate the transportation system and to make changes necessary to allow the system to achieve its goals.

The PRT operated in 1983 with one 21-passenger bus, three 14-passenger vans and one 8-passenger handicapped van with chair lift and positions for two wheel chairs. All four vans are radio-equipped and tied into the city service frequency. The system employs one full-time coordinator manager, one full-time driver, one part-time driver, and 18 volunteer drivers.

FINANCES

Fares on the scheduled service are \$0.25 for adults and students; with children riding free. Dial-a-ride is \$1.00 within the city limits.

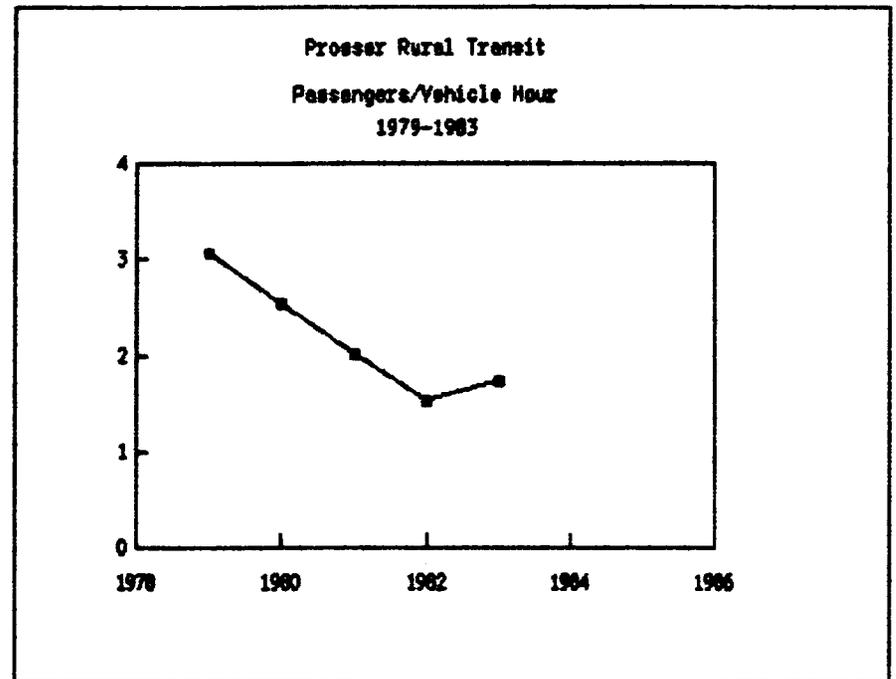
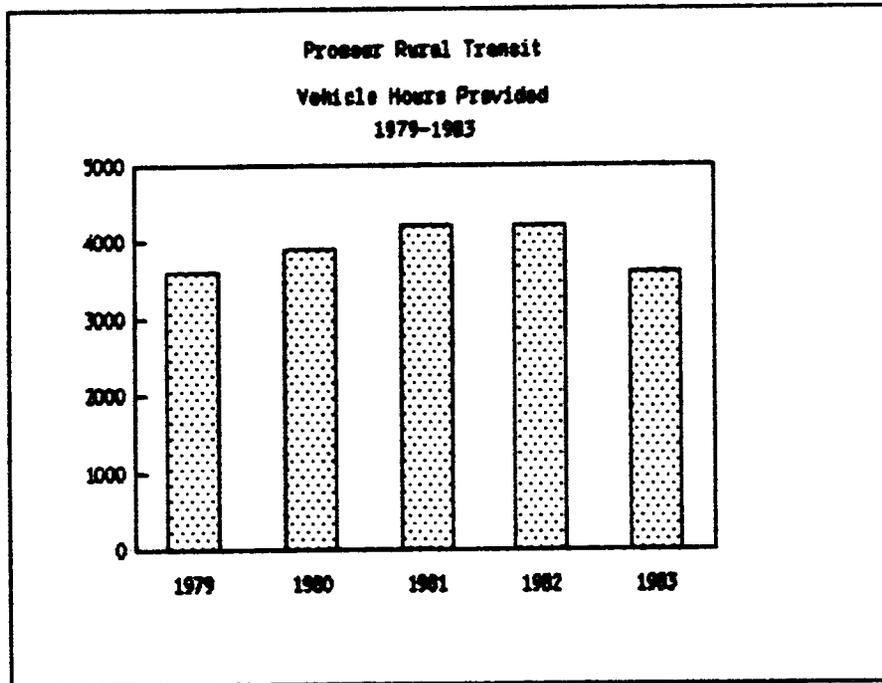
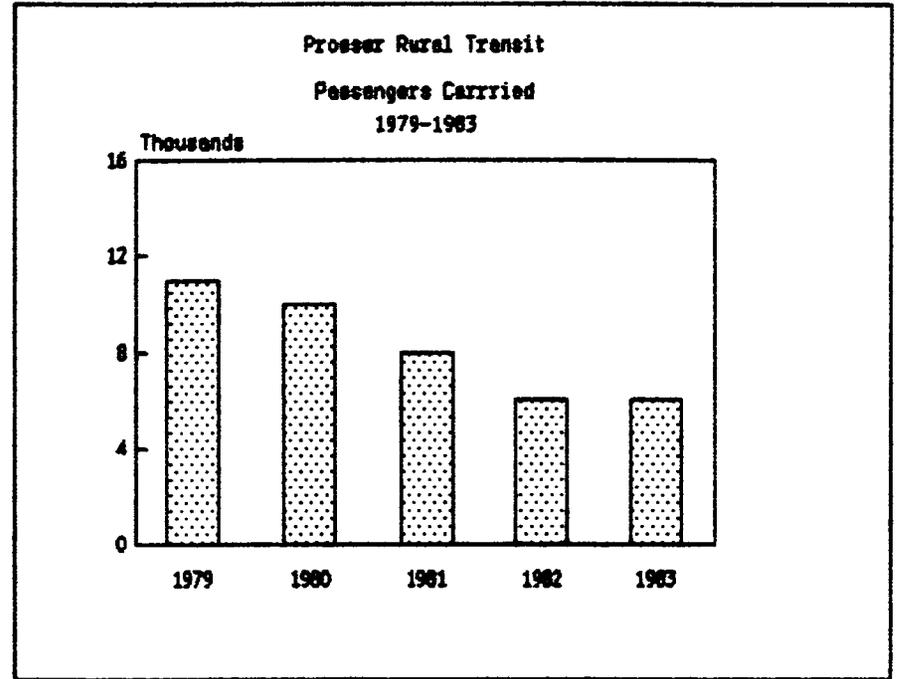
PATRONAGE

System patronage for 1978 was 14,000. This has decreased to 11,851 in 1983. Vehicle miles of operation during 1983 were 46,500. The system still emphasizes rural service to the transportation disadvantaged. One of the reasons for a decrease in patronage is the loss of a contract to provide service for Prosser schools.

FUTURE PLANS

It is the intention of the City of Prosser that the public transportation system continue on the same general basis of operation as in the past. Demonstration project funding ended on June 30, 1979. Prosser's 1984 budget includes the necessary funding to continue the transportation system through the 1984 budget year, from business and occupation taxes, MVET matching funds, transit fare box revenues as received, and UMTA Section 18 Operating Funds.

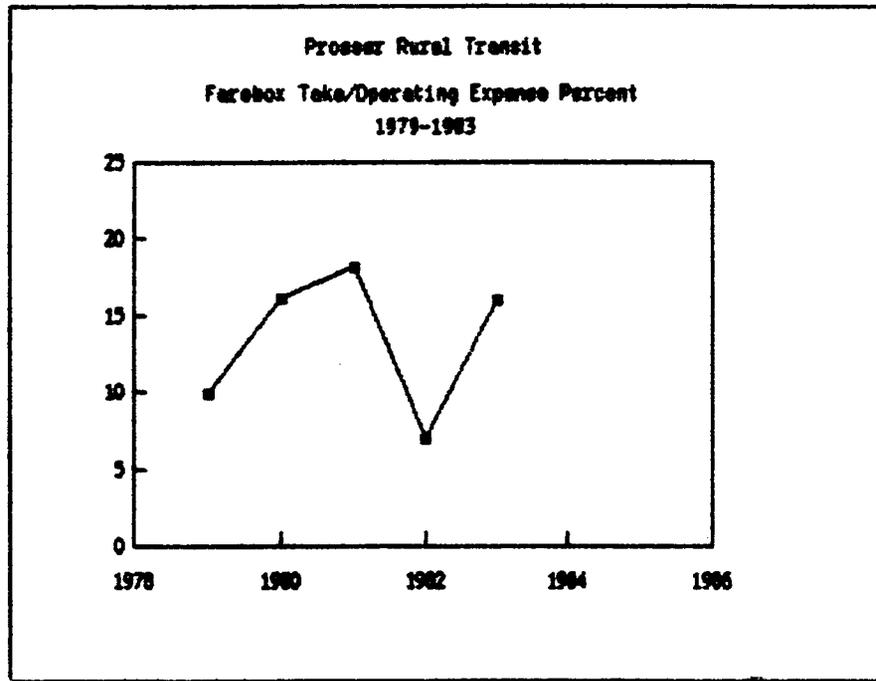
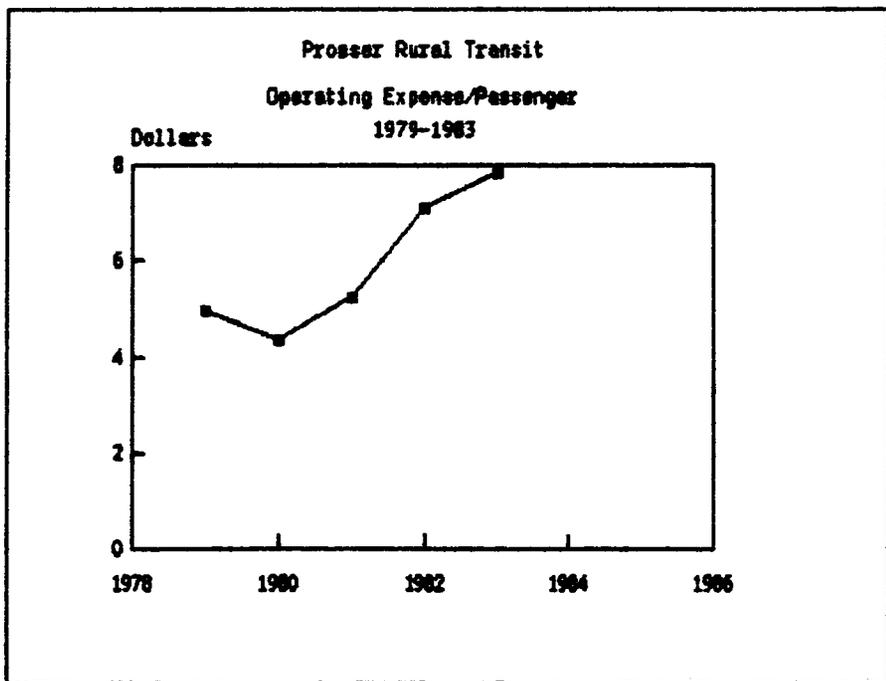
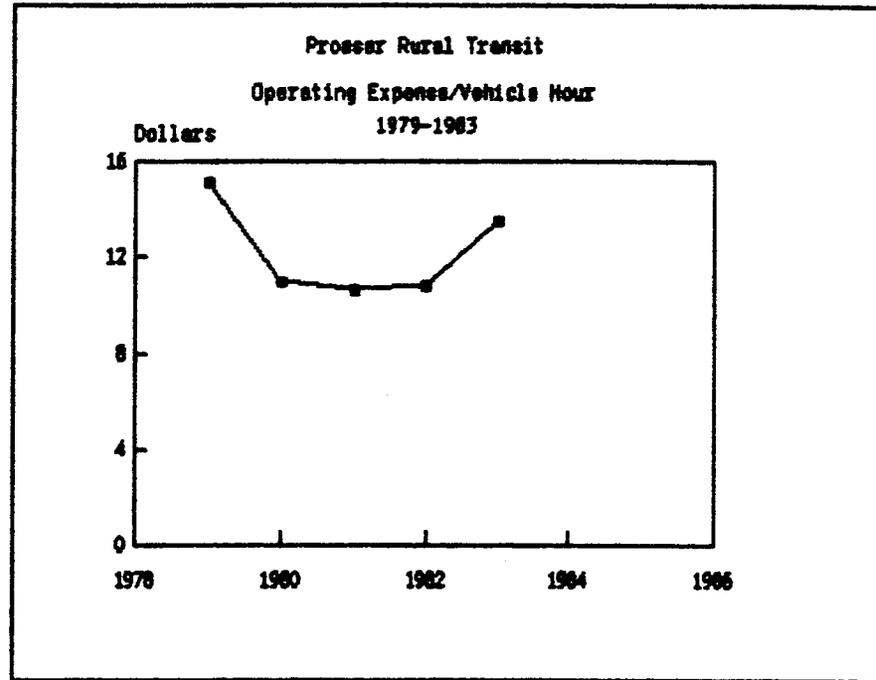
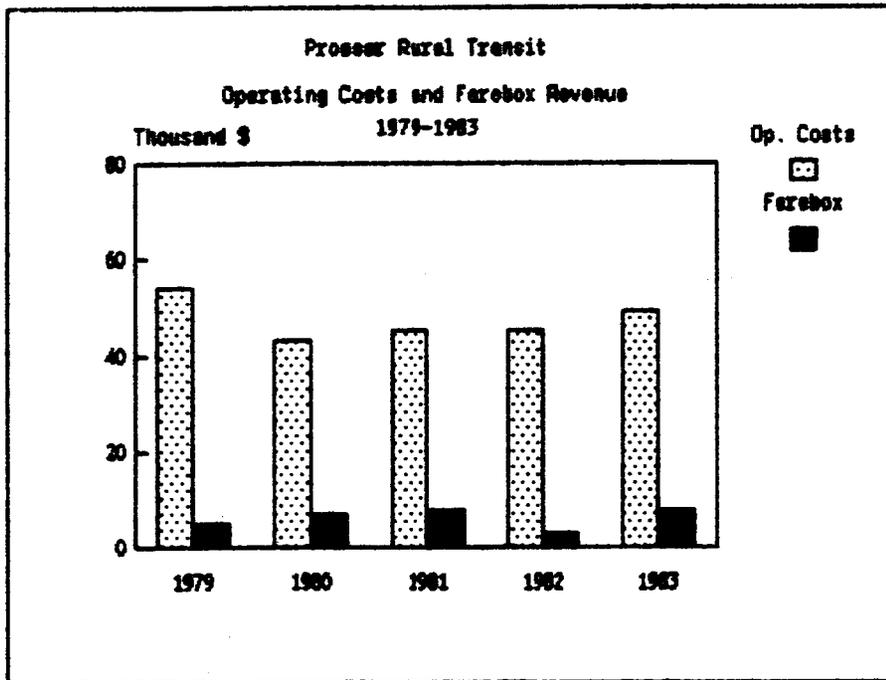
Planning ahead to 1984, the City anticipates receiving a grant from UMTA Section 18 for operating assistance.



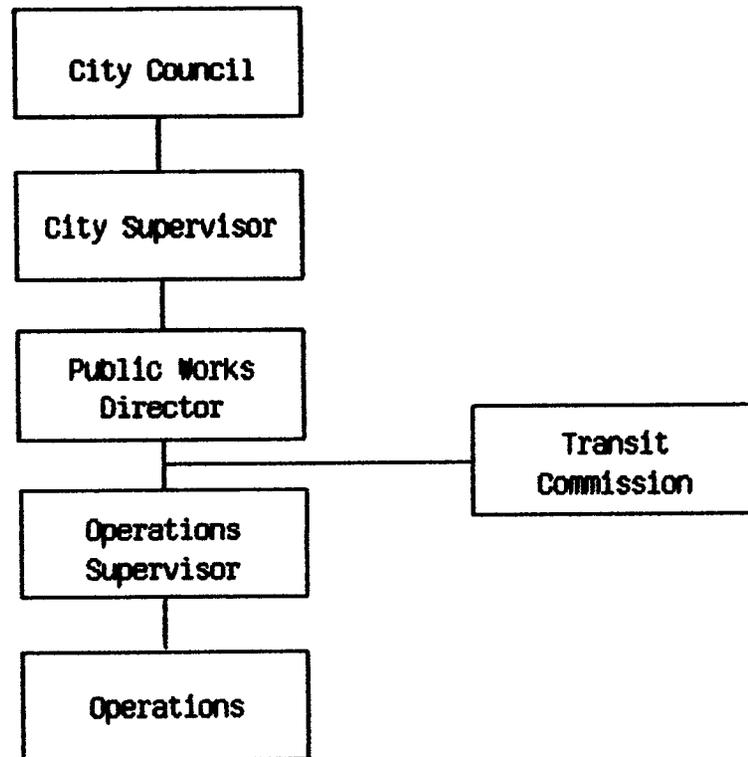
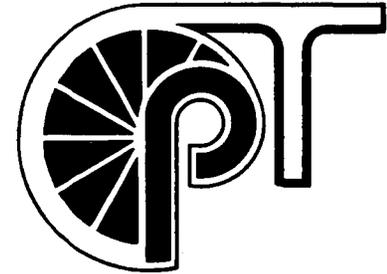
General Statistics

Prosser Rural Transit

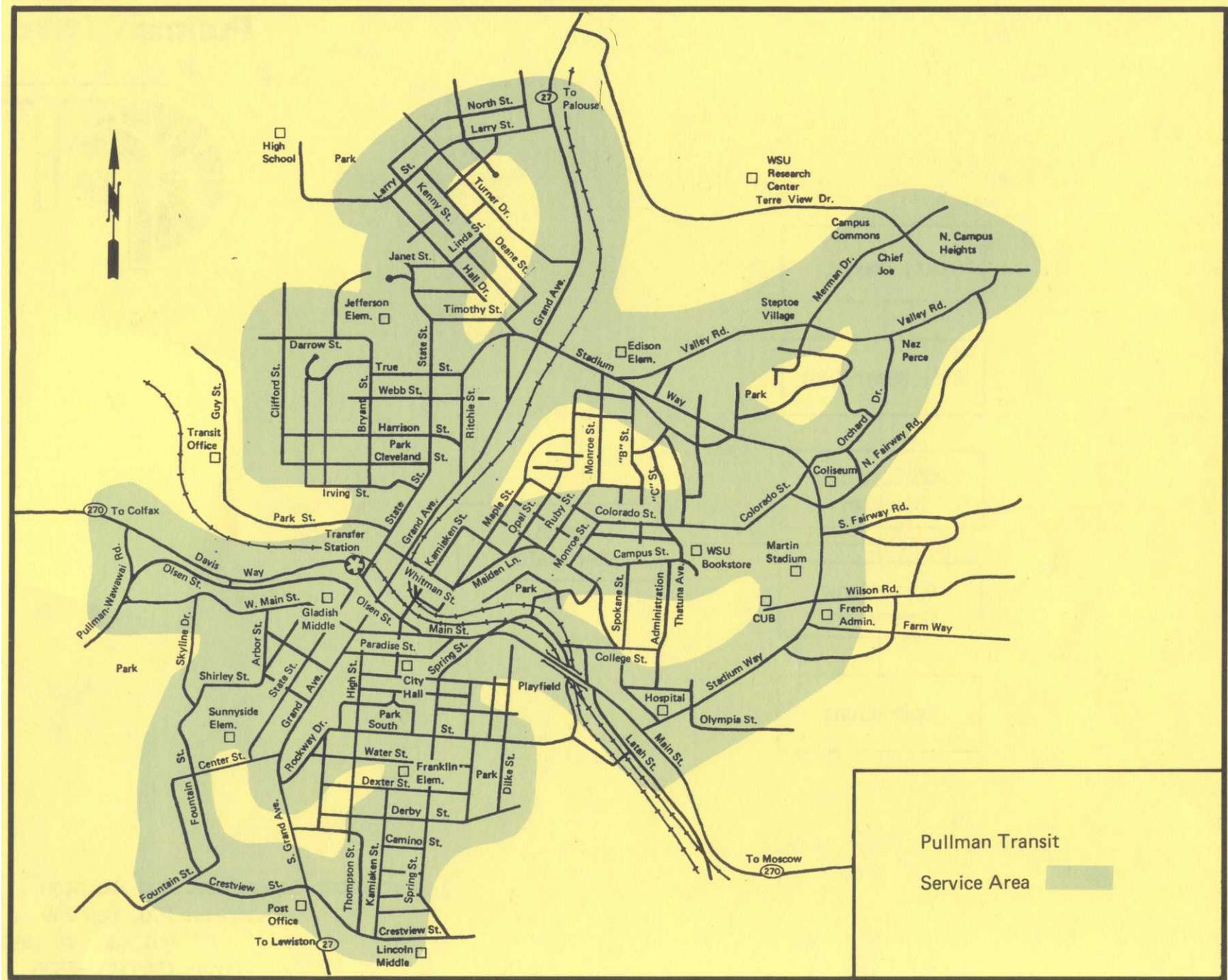
Operations	1979	1980	1981	1982	1983
Population base	3,800	3,900	4,100	4,200	4,200
Passengers carried	11,000	9,900	8,500	6,400	6,200
Number of vehicles	5	5	4	4	5
Miles of route	35	14	14	7	7
Veh miles travelled	25,000	26,000	25,000	22,000	19,000
Veh hours provided	3,600	3,900	4,200	4,200	3,600
Revenues					
Farebox	\$ 5,400	\$ 6,900	\$ 8,100	\$ 3,200	\$ 7,800
Local tax	7,000	8,900	15,500	15,000	23,000
Motor veh excise tax	7,000	8,900	15,500	15,000	15,000
Federal funds	25,500	9,400	10,400	6,600	35,200
Other funds	22,200	8,700	14,800	17,000	10,600
Revenue Total	\$ 67,100	\$ 42,800	\$ 64,300	\$ 56,800	\$ 91,600
Expenditures					
Capital	\$ 13,800	\$ 0	\$ 0	\$ 0	\$ 38,000
Operations	54,400	42,900	44,500	45,400	48,600
Expenditure Total	\$ 68,200	\$ 42,900	\$ 44,500	\$ 45,400	\$ 86,600
Transit Performance					
Passenger/Capita	2.89	2.54	2.07	1.52	1.48
Passenger/Veh hour	3.06	2.54	2.02	1.52	1.72
Op Exp/Veh mile	\$ 2.18	\$ 1.65	\$ 1.78	\$ 2.06	\$ 2.56
Op Exp/Veh hour	\$ 15.11	\$ 11.00	\$ 10.60	\$ 10.81	\$ 13.50
Op Exp/Passenger	\$ 4.95	\$ 4.33	\$ 5.24	\$ 7.09	\$ 7.84
Farebox take/Pass	\$ 0.49	\$ 0.70	\$ 0.95	\$ 0.50	\$ 1.26
Farebox take/Op exp %	9.93	16.08	18.20	7.05	16.05



Pullman Transit



Operations Supervisor: Rod Thornton
Address: P.O. Box 249
Pullman, WA 99163
Phone: (509)332-6535



PULLMAN TRANSIT

HISTORICAL BACKGROUND

The Pullman Transit System was created in November 1978 when Pullman voters approved a utilities tax to help operate the system. Previously, a privately owned taxi service had been discontinued because of financial difficulties. Foundation stones for Pullman Transit System were laid through examination of several other transit systems in Washington as well as in Oregon. The Washington State Department of Transportation coordinated the assistance from other transit operators through their transportation management assistance program. On March 19, 1979 buses began running for the first time.

SERVICE

Pullman Transit operates three fixed routes and provides dial-a-ride service for the handicapped and elderly. Two fixed routes operate during peak hours only with 30 minutes headways from 6:50 a.m. to 9:50 a.m. and from 2:50 p.m. to 5:50 p.m.

The other fixed route operates all day with 30 minutes headways from 6:50 a.m. to 5:50 p.m. Express service is also offered during peak hours. All services operate only during weekdays, there is no weekend service.

ADMINISTRATION, PERSONNEL, AND EQUIPMENT

The city council is the policy board for Pullman Transit and is supported by a seven member advisory commission appointed by the mayor.

The transit system is a division of the city's Department of Public Works under the direction of the public works director. A transit operations supervisor has the direct responsibility for day-to-day operations.

At present the transit system employs one full-time operations supervisor, five full-time drivers, four part-time drivers, three on-call drivers, one full-time dispatcher/administrative assistant and one part-time dispatcher.

Pullman Transit operates seven 45-passenger GMC diesel coaches for its fixed routes and two handicapped equipped vans for the dial-a-ride service. All equipment is maintained by the city's equipment maintenance division.

FINANCES

Pullman Transit is partially funded by a 1.5 percent utilities tax on service to city residents. In addition, fare box revenues, State Motor Vehicle Excise Tax funds and Section 18 grants are being used to pay operation costs.

The fare structure is:

\$0.35	adults
\$0.25	adults (off-peak)
\$0.20	K-12 students
\$0.20	Senior Citizens
\$0.75	Dial-a-Ride

Monthly passes entitling holders to unlimited rides are available for \$10.00 for adults and \$6.00 for senior citizens, the ambulatory disabled and \$6.50 for students.

PATRONAGE

For nine months out of the year, principal ridership is comprised of student populations utilizing the system for education oriented destinations. Average monthly ridership during the school year is approximately 35,000. Since the system's beginning in March of 1979, ridership has totaled over 1.5 million or about 300,000 per year.

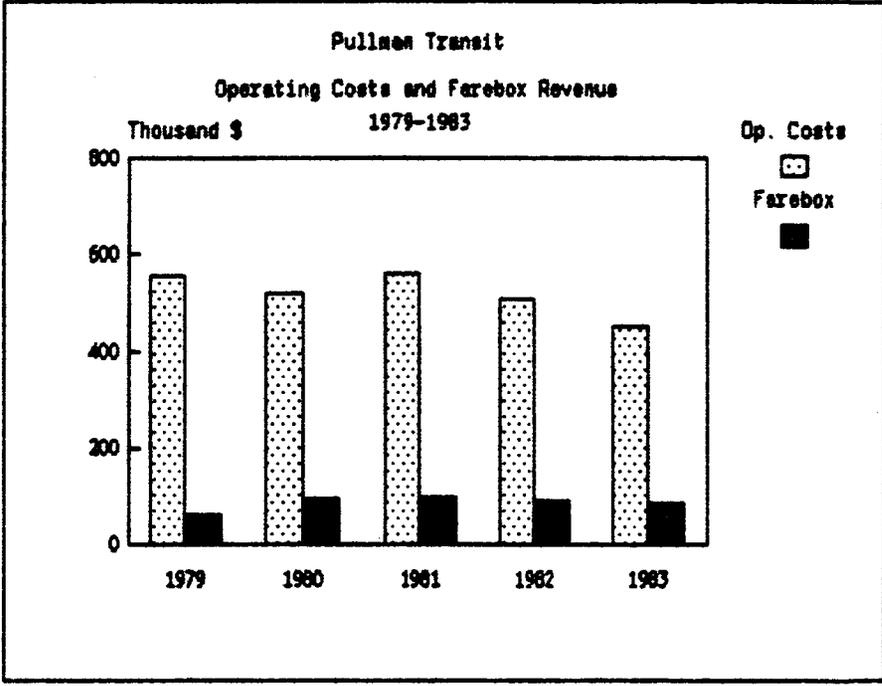
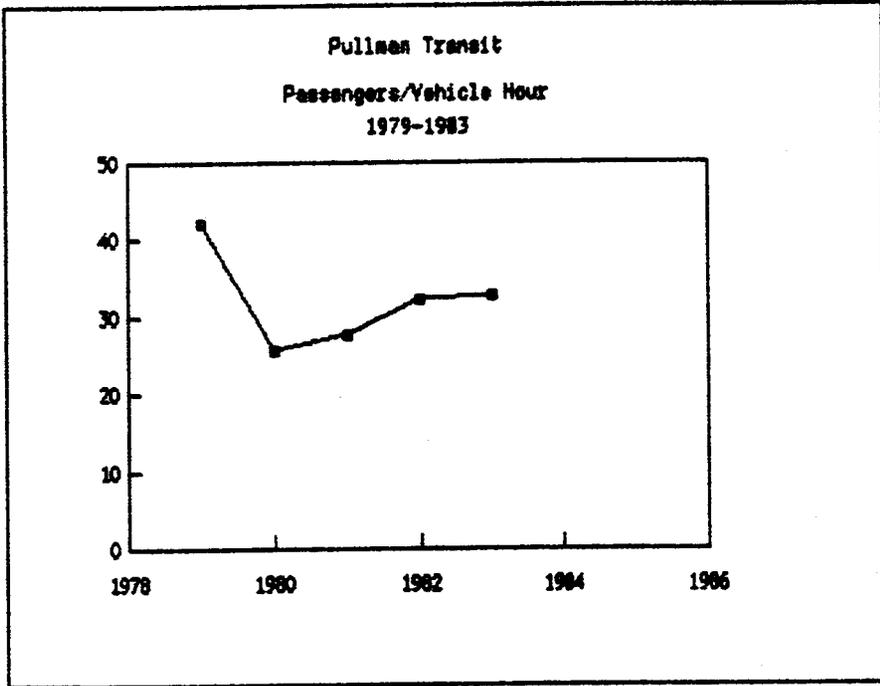
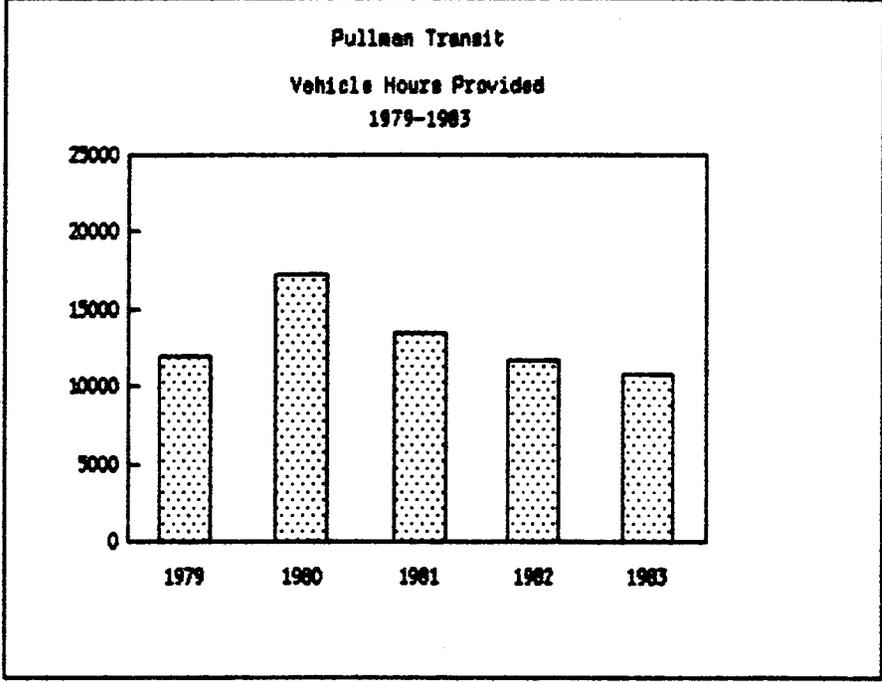
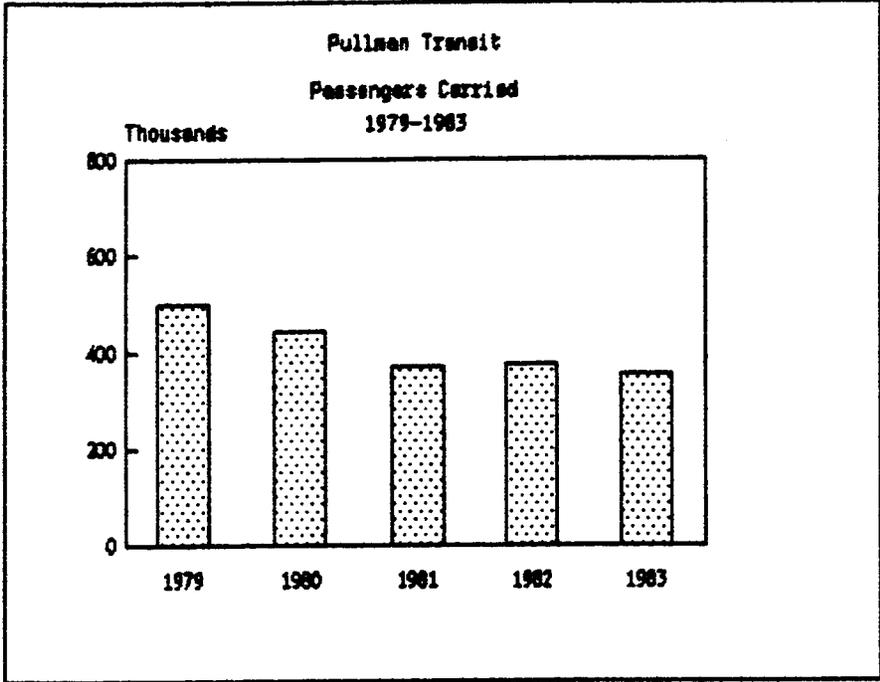
FUTURE PLANS

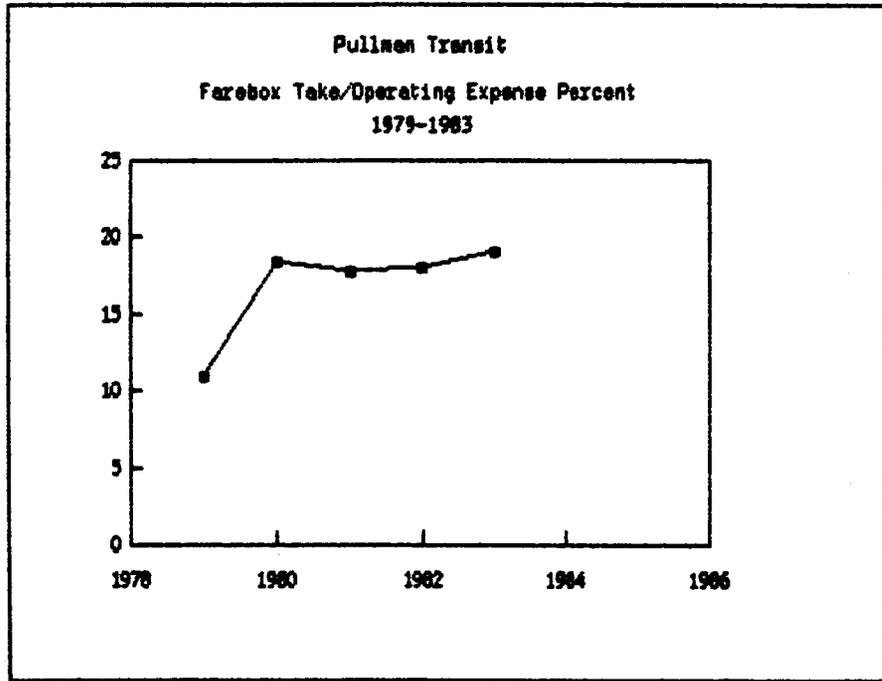
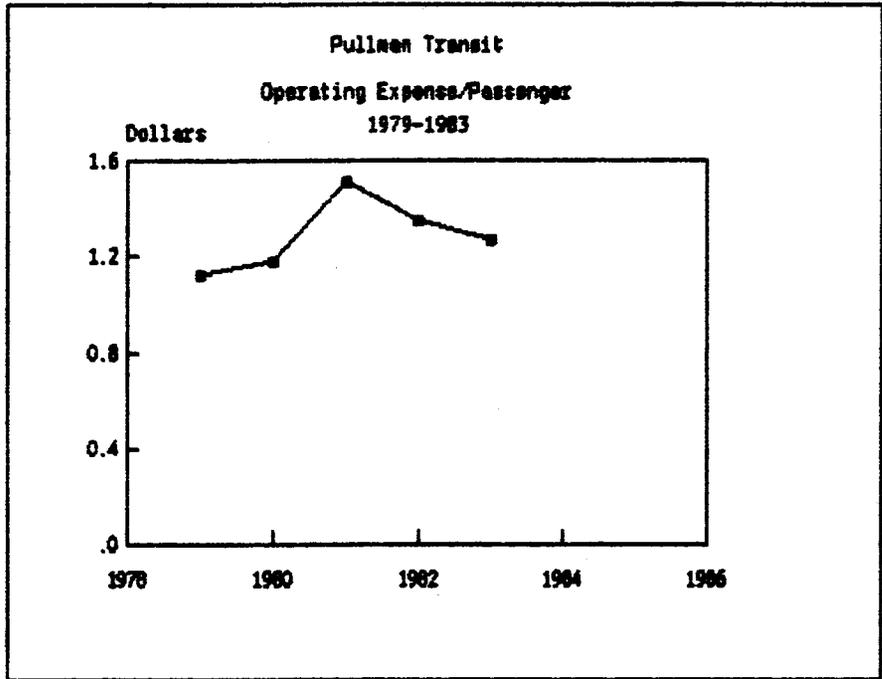
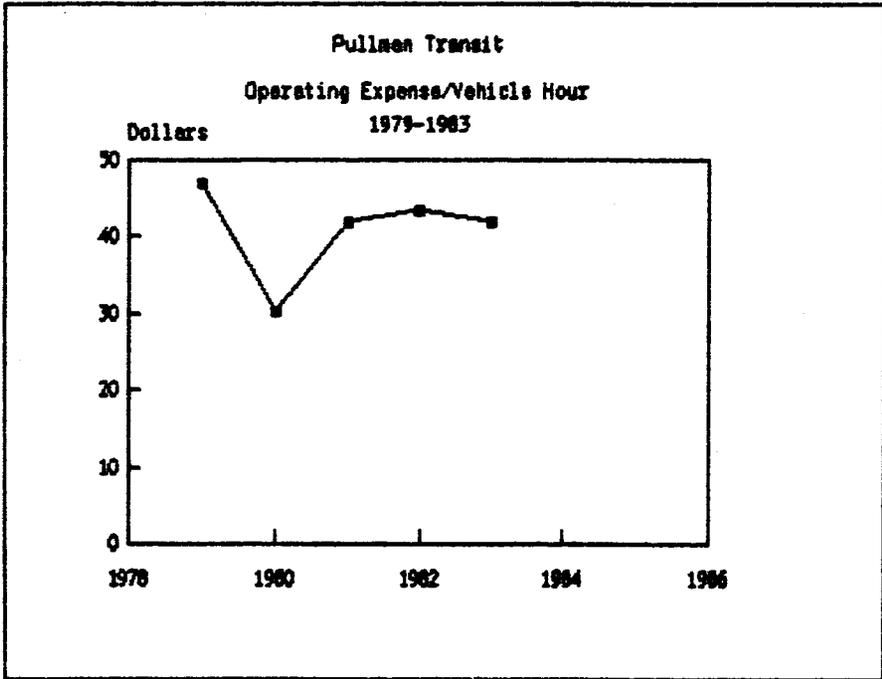
The primary needs unmet include a downtown transfer site, updated or new transit coaches, improved marketing, and a bus storage facility. These needs will be addressed through the city's capital improvement program and available grants.

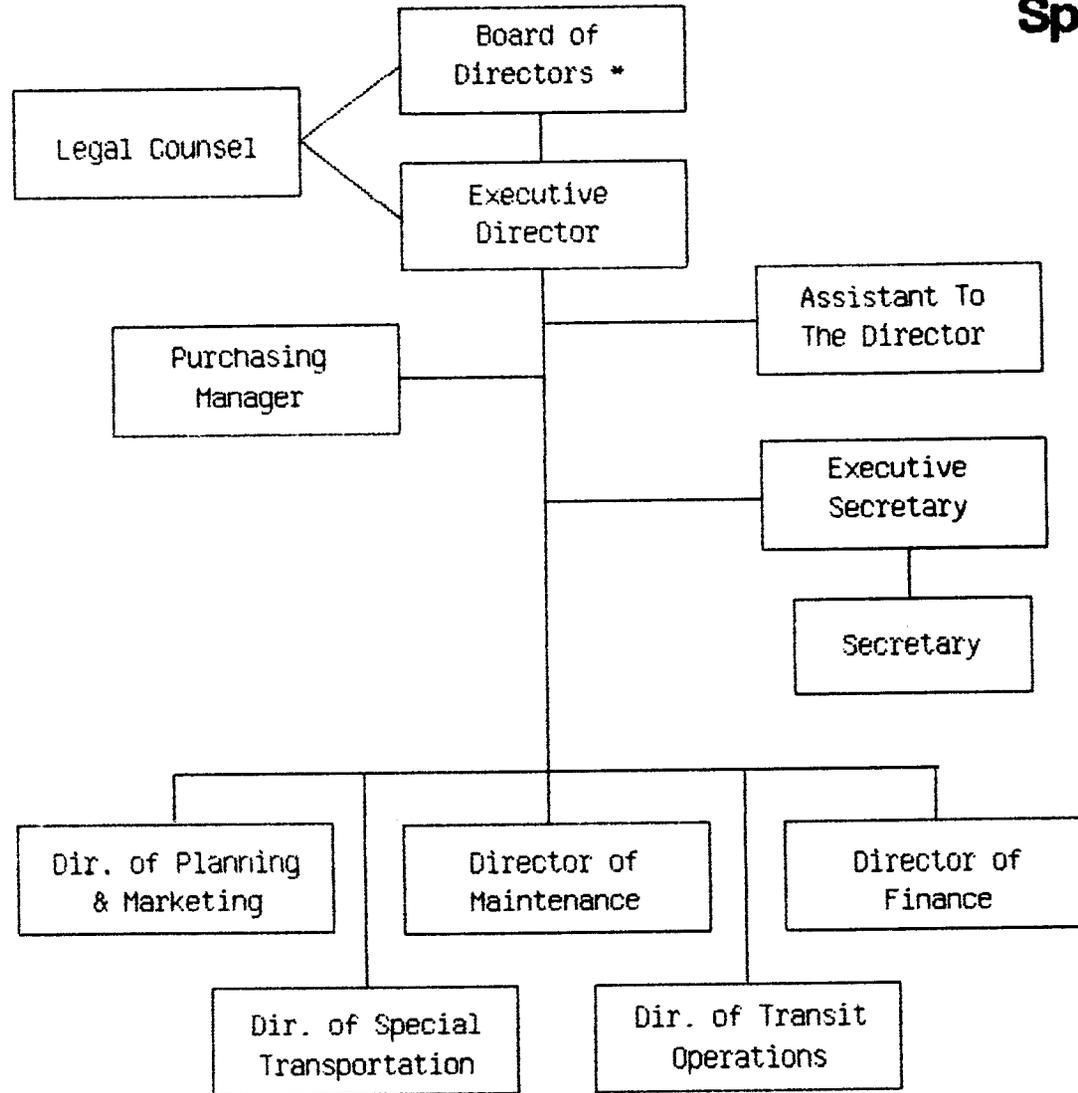
General Statistics

Pullman Transit

Operations	1979	1980	1981	1982	1983
Population base	23,000	23,600	23,800	23,300	22,000
Passengers carried	500,000	443,000	371,500	376,000	354,900
Number of vehicles	7	8	11	12	11
Miles of route	25	30	30	30	36
Veh miles travelled	99,000	215,000	169,000	142,000	128,400
Veh hours provided	11,900	17,200	13,400	11,700	10,800
Revenues					
Farebox	\$ 60,800	\$ 96,000	\$ 99,900	\$ 91,700	\$ 86,200
Local tax	155,800	179,000	194,700	222,300	245,700
Motor veh excise tax	159,000	178,500	167,000	217,200	268,900
Federal funds	0	46,700	302,100	59,600	5,000
Other funds	0	1,300	104,400	23,300	14,100
Revenue Total	\$ 375,600	\$ 501,500	\$ 868,100	\$ 614,100	\$ 619,900
Expenditures					
Capital	\$ 0	\$ 0	\$ 345,100	\$ 61,400	\$ 0
Operations	558,400	521,000	562,200	508,400	451,700
Expenditure Total	\$ 558,400	\$ 521,000	\$ 907,300	\$ 569,800	\$ 451,700
Transit Performance					
Passenger/Capita	21.74	18.77	15.61	16.14	16.13
Passenger/Veh hour	42.02	25.76	27.72	32.14	32.86
Op Exp/Veh mile	\$ 5.64	\$ 2.42	\$ 3.33	\$ 3.58	\$ 3.52
Op Exp/Veh hour	\$ 46.92	\$ 30.29	\$ 41.96	\$ 43.45	\$ 41.82
Op Exp/Passenger	\$ 1.12	\$ 1.18	\$ 1.51	\$ 1.35	\$ 1.27
Farebox take/Pass	\$ 0.12	\$ 0.22	\$ 0.27	\$ 0.24	\$ 0.24
Farebox take/Op exp %	10.89	18.43	17.77	18.04	19.08



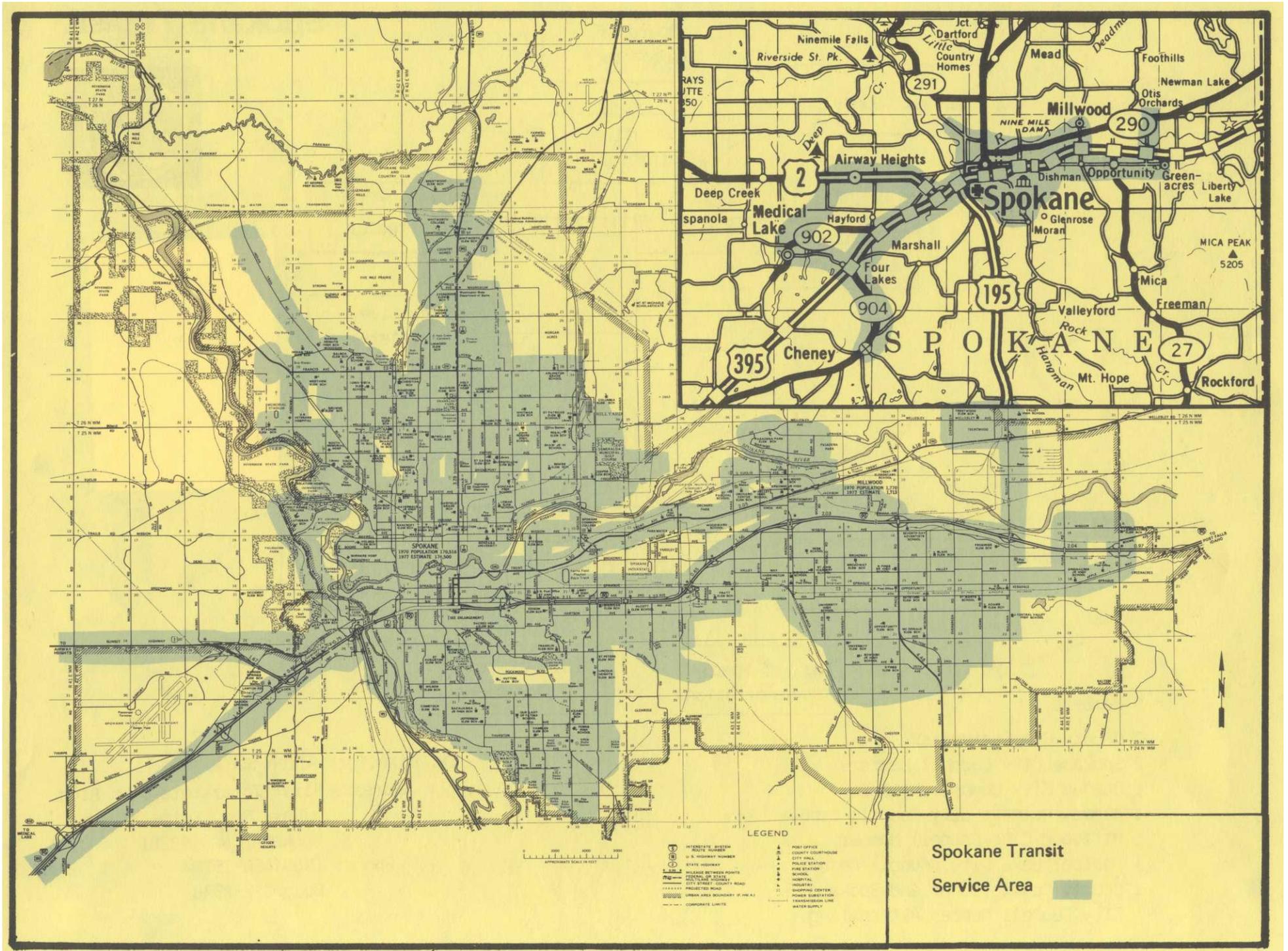




* 9 Members

- 2 County Commissioners
- 2 Spokane City Council Members
- 1 Cheney City Council Member
- 1 Airway Heights City Council Member
- 1 Millwood City Council Member
- 1 Medical Lake City Council Member
- 1 County Commissioner and Spokane City Council Member Alternating

Ex. Director: Allen Schweim
 Address: First Interstate Bank Bldg.
 9 Post St. Suite 330
 Spokane, WA 99201
 Phone: (509)458-2570
 Scan 272-2570



SPOKANE TRANSIT AUTHORITY

HISTORICAL BACKGROUND

Since 1883, public transportation has played an important role in the growth of the City of Spokane. Streetcars performed that role for over 50 years, but were gradually replaced by motor buses in the 1930s. Between 1945 and 1968 bus service in Spokane was provided by Spokane City Lines, a subsidiary of National City Lines, a private company which owned and operated transit systems nationwide. In May 1968, following a several months long strike by transit employees, the city's voters gave approval to city ownership of the transit system and a household tax not to exceed \$1.00 per month to finance it. For the next four years the city operated the transit system under a lease agreement with National City Lines. During this interval, a long-range transit plan was prepared and in 1972 the city purchased the existing transit operation with the aid of a \$3.3 million UMTA grant.

In March of 1981 voters approved collection of a sales tax of up to .3 percent to finance an expanded Public Transportation Benefit Area (PTBA). A nine member governing board was formed, comprised of elected officials representing the City of Spokane, Spokane County, the cities of Millwood, Airway Heights, Medical Lake, and Cheney.

SERVICE

Spokane Transit Authority operates approximately 285 one-way miles on weekdays with ten major routes leading from residential areas to the central business district (CBD), and four feeder routes located in the Spokane Valley. Crosstown service is provided on the north side of the service area by a route linking the Spokane Valley, Spokane Community College and Spokane Falls Community College. Limited stop bus service is provided between downtown Spokane and the Fairwood Shopping Center to the north and the University City Shopping Center to the east. In addition, an express route operates between the CBD and a parking lot ten miles to the east near I-90. Two shuttle bus operations

connect the CBD to fringe parking areas on the north and south. System-wide headways are generally 30 minutes during peak hours, 30 minutes at midday, and one hour during evenings, Sundays, and holidays. Hours of operation are 5:45 a.m. to 1:00 a.m. STA also provides Special Transportation services for those unable to use fixed route service. The wheelchair equipped vans operate seven days a week with limited evening and weekend service. Carpool and vanpool matching services are provided by STA's Rideshare Program.

ADMINISTRATION, PERSONNEL, AND EQUIPMENT

A nine member governing board oversees the system's operation. The board is comprised of elected officials representing the county and each of the cities within the PTBA.

Spokane Transit presently employs 23 administrative personnel, 16 clerical personnel, 50 maintenance workers, 210 drivers, and 9 dispatchers/supervisors.

Fleet inventory includes: 120 diesel buses (48 GMC 42-passenger coaches purchased new in 1973, 21 GMC advance design coaches purchased in 1978, 20 GMC RTS IV coaches purchased during 1983. Other vehicles, such as service cars, dump trucks, a wrecker, snow plow and pickups are operated by STA. Management offices, garage, storage areas and shop facilities are housed in a building built by Spokane United Railways during the streetcar era (early 1900s). STA's administrative offices are in the First Interstate Bank Building in downtown Spokane.

FINANCES

The total operating budget for 1984 is estimated at \$13,925,174. In March 1981, area voters approved collection of a sales tax of up to .3 percent to finance transit service. Revenue from system operations is expected to be approximately \$3,237,463 in 1984.

Basic fare for adults (over 18) is 60 cents. Students pay 60 cents and children under six ride free. Shuttle bus fare is 30 cents. Transfers are free. Basic fare for senior citizens and handicapped persons is 30 cents. Monthly passes entitling holders to unlimited rides are available at the following prices: Adults \$22; Students \$16; Senior Citizen/Handicapped \$11.

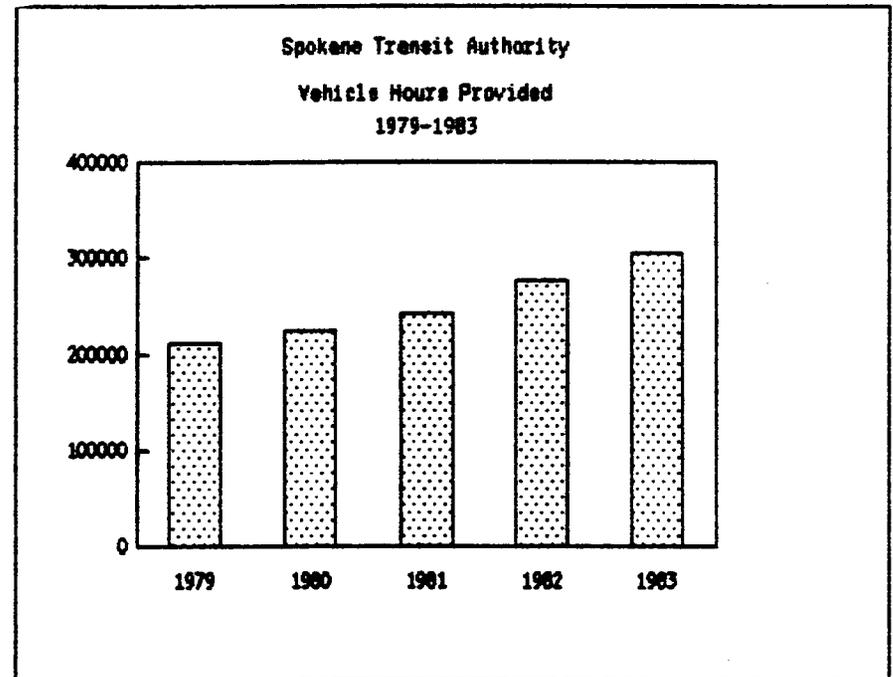
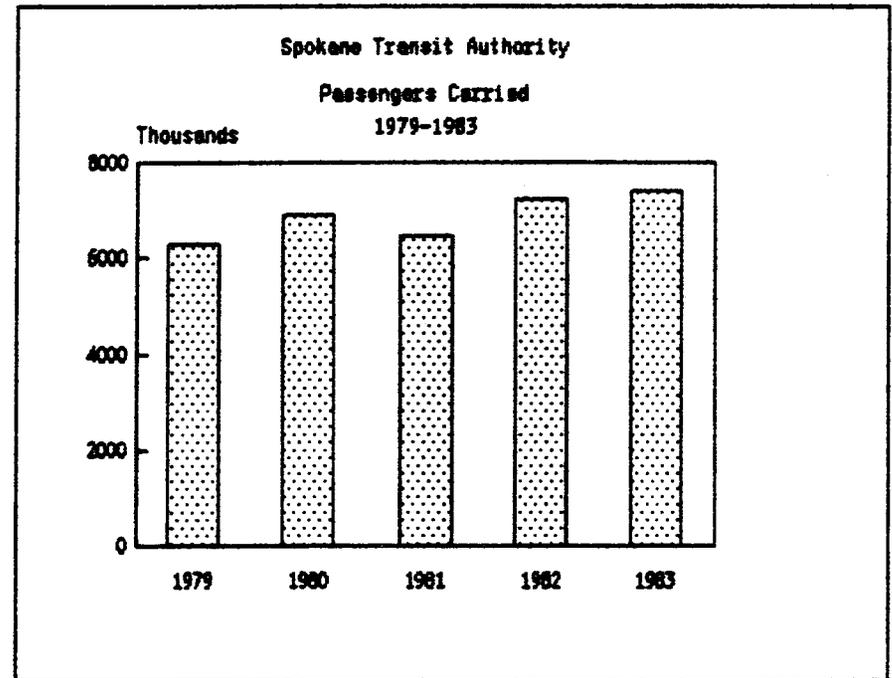
PATRONAGE

Transit ridership in Spokane has paralleled the nationwide trend over the past 30 years, declining from over 22 million in 1947 to 4,700,000 in 1978. The last decade has seen relatively constant ridership although both 1976 and 1977 saw fewer passengers carried than in any year except during 1968 when the buses ran for only seven months. The highest ridership level during the 1970s occurred in 1974 when the combined effects of gasoline shortages and Expo '74 increased patronage to 7.3 million.

Once again mirroring national trends, Spokane Transit Authority's ridership declined somewhat during 1981. During 1982 ridership increased and during 1983 ridership of 7,401,029 passengers exceeded the previous record established during 1974 Expo.

FUTURE PLANS

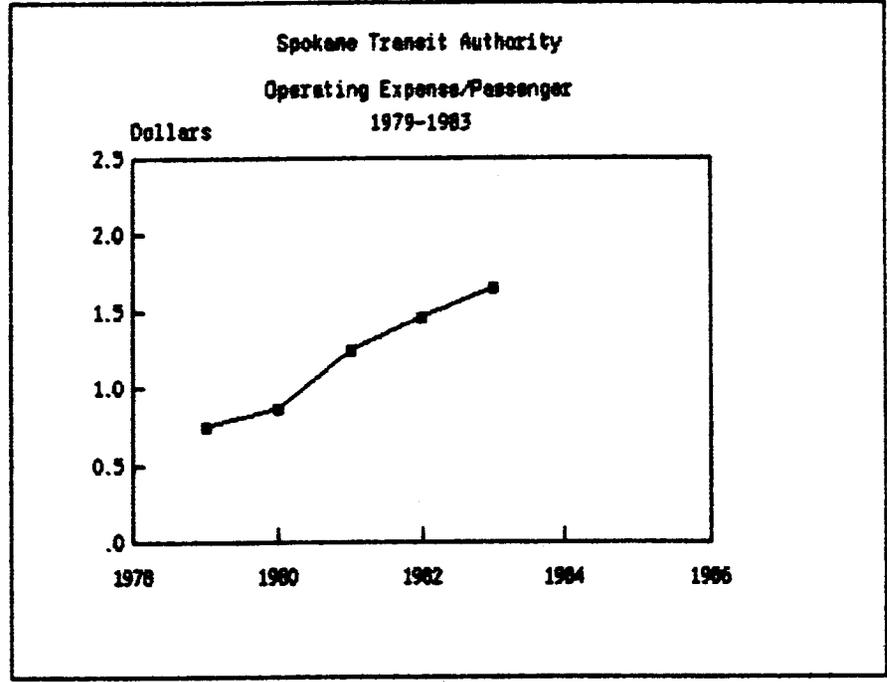
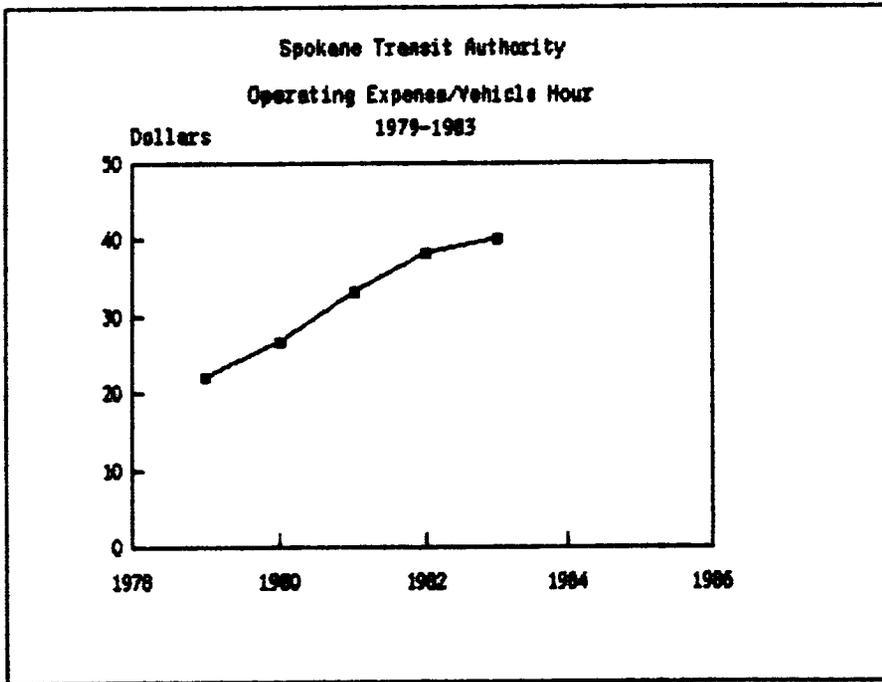
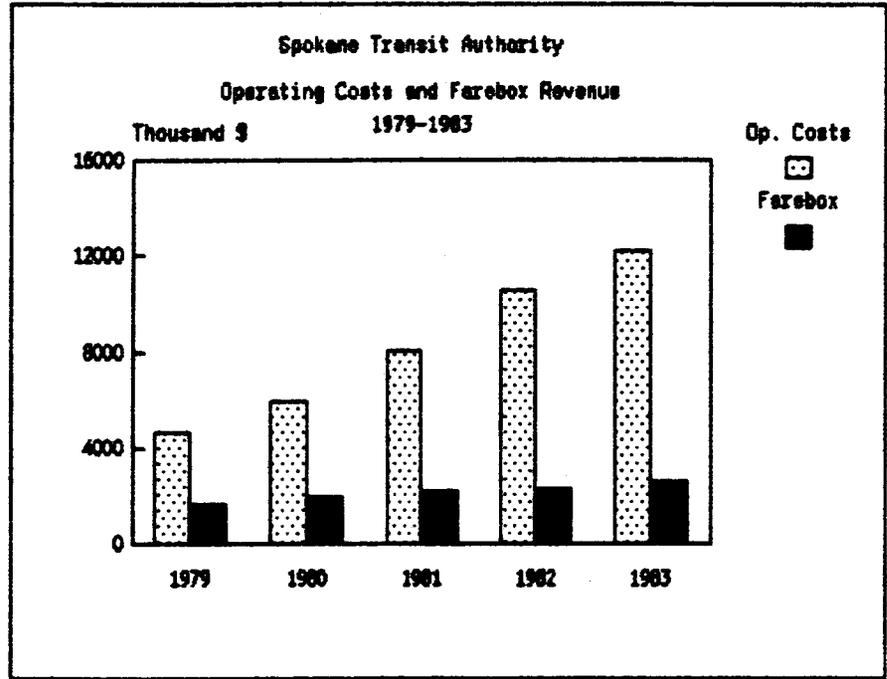
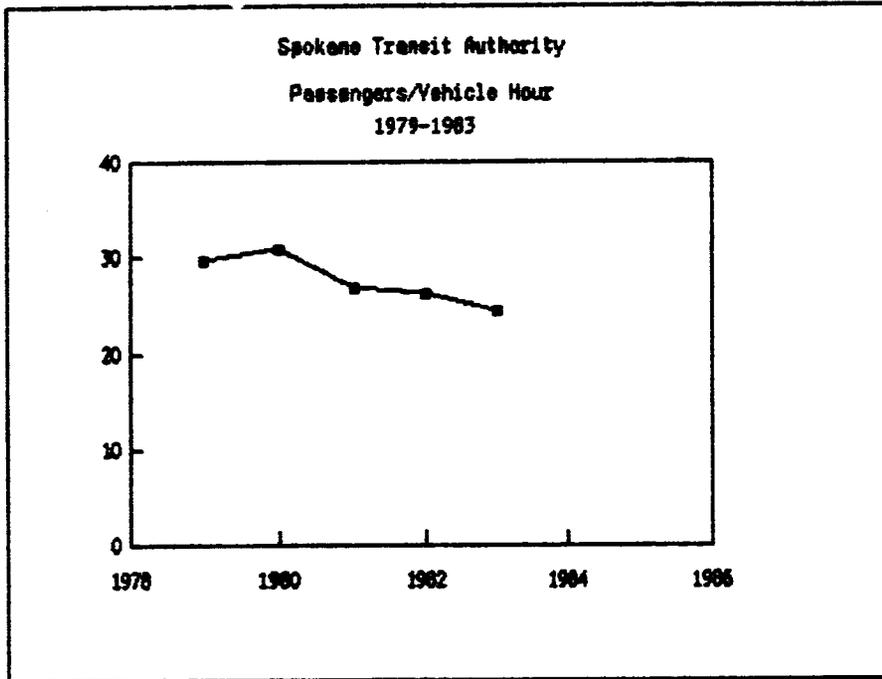
Planning efforts for the future of the Spokane Transit Authority are currently in progress. A Transit Development Plan (TDP) which focuses on service and route improvements for the next five to ten years has been prepared and will be updated on an annual basis. Short-range transit improvements such as an expanded system of bus shelters and transfer centers, new park and ride lots, and construction of a new maintenance/operations facility are anticipated in the near future.



General Statistics

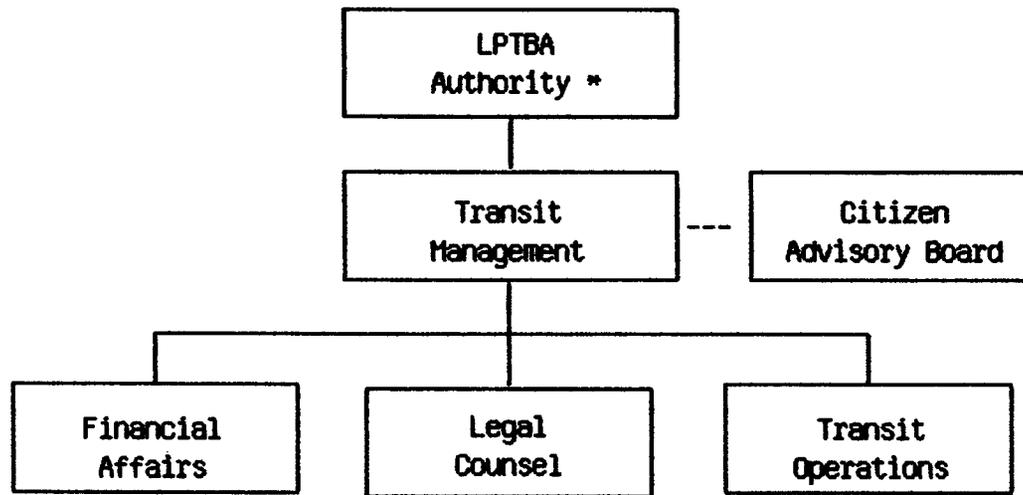
Spokane Transit Authority

Operations	1979	1980	1981	1982	1983
Population base	179,200	171,300	313,300	314,400	314,300
Passengers carried	6,271,000	6,906,000	6,440,000	7,208,800	7,401,000
Number of vehicles	85	81	79	123	143
Miles of route	197	217	226	254	285
Veh miles travelled	2,619,000	2,875,000	3,038,000	3,964,000	4,417,000
Veh hours provided	211,000	224,000	241,200	275,600	303,900
Revenues					
Farebox	\$ 1,621,300	\$ 1,939,300	\$ 2,201,300	\$ 2,307,200	\$ 2,613,700
Local tax	864,100	881,300	2,401,200	4,088,700	6,419,000
Motor veh excise tax	835,700	864,000	3,209,000	3,134,700	5,435,400
Federal funds	2,964,300	1,910,200	2,126,800	2,229,200	7,264,800
Other funds	131,800	235,300	272,600	718,400	889,200
Revenue Total	\$ 6,417,200	\$ 5,830,300	\$10,210,900	\$12,478,200	\$22,622,100
Expenditures					
Capital	\$ 2,180,500	\$ 297,400	\$ 317,300	\$ 454,900	\$ 7,716,400
Operations	4,679,600	5,966,400	8,011,500	10,557,900	12,178,300
Expenditure Total	\$ 6,860,100	\$ 6,263,800	\$ 8,328,800	\$11,012,800	\$19,894,700
Transit Performance					
Passenger/Capita	34.99	40.32	20.56	22.93	23.55
Passenger/Veh hour	29.72	30.83	26.70	26.16	24.35
Op Exp/Veh mile	\$ 1.79	\$ 2.08	\$ 2.64	\$ 2.66	\$ 2.76
Op Exp/Veh hour	\$ 22.18	\$ 26.64	\$ 33.22	\$ 38.31	\$ 40.07
Op Exp/Passenger	\$ 0.75	\$ 0.86	\$ 1.24	\$ 1.46	\$ 1.65
Farebox take/Pass	\$ 0.26	\$ 0.28	\$ 0.34	\$ 0.32	\$ 0.35
Farebox take/Op exp %	34.65	32.50	27.48	21.85	21.46



Lewis Public Transportation Benefit Area

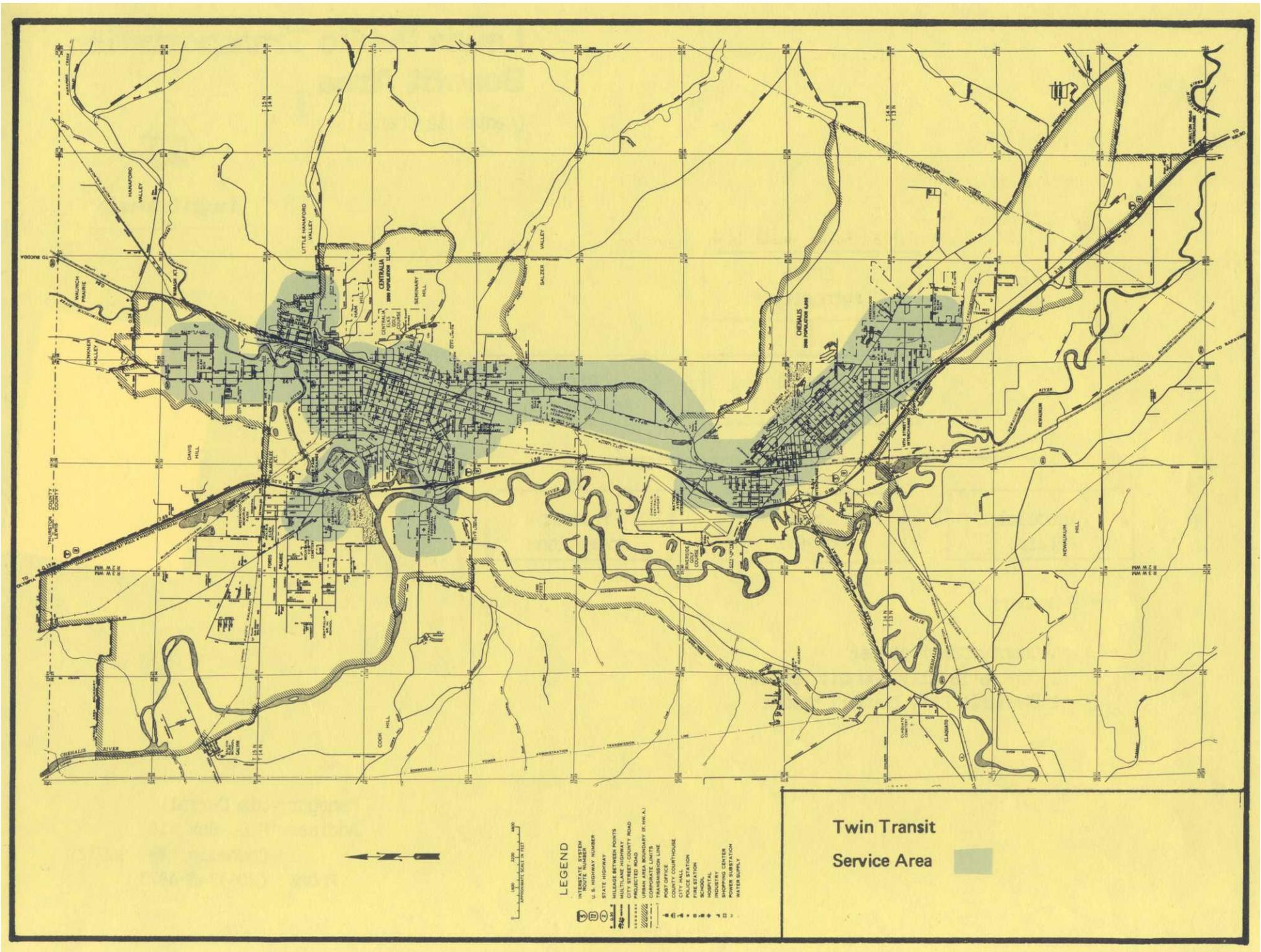
(Centralia-Chehalis)



* 3 Members

- 1 County Commissioner
- 1 Centralia City Council Member
- 1 Chehalis City Council Member

Manager: Jim Carroll
Address: P.O. Box 418
Chehalis, WA 98532
Phone: (206)748-4873



LEWIS PUBLIC TRANSPORTATION BENEFIT AREA

HISTORICAL BACKGROUND

Prior to the commencement of the Twin Transit operation, the only bus service between Centralia and Chehalis was offered on a limited basis by Greyhound. Within Centralia, the Centralia Bus Company provided service from 1973 through 1977. This service did not adequately meet the needs of the people. It was unreliable, fares were high (50 cents), and the area served was too limited. Local citizens expressed a desire for public transportation through letters and petitions. The Lewis Public Transportation Benefit Area (LPTBA) was formed in June 1976. At the same time a governing body, the LPTBA Authority, was created. The LPTBA boundaries encompass Centralia, Chehalis and a small portion of Lewis County.

With the help of an UMTA grant and a state loan, surveys were conducted to determine who would use public transportation and what their needs were. A Comprehensive Transit Plan was developed and presented to the public. In November 1976 voters within the LPTBA approved a household tax to fund the public transportation system. After efforts to contract out the transit service failed, the LPTBA Authority decided to run the system itself. The Twin Transit bus service began operations November 1, 1977.

SERVICE

Twin Transit operates six days a week, Monday through Friday between 6:45 a.m. and 6:30 p.m., Saturdays between 9:45 a.m. and 5:45 p.m. Initially service was offered five days a week, but service was extended to Saturdays after just one month of operation. The transit system operates over two routes with one hour headways.

ADMINISTRATION, PERSONNEL, AND EQUIPMENT

The Lewis Public Transportation Benefit Area Authority is comprised of the mayors of both Centralia and Chehalis and one county commissioner. It is responsible for execution of the Comprehensive Transit Plan as well as

administration of the transit operation. The transit operation has the equivalent of two full-time administrative employees, three full-time drivers, four part-time drivers, and one full-time maintenance employee.

The Twin Transit fleet consists of six buses ranging in age from 1 to 32 years. Three buses are operated both during peak and off-peak hours.

FINANCES

Revenue to operate the transit system is obtained from a \$1.00 a month household tax. This tax generates \$84,000 annually.

The LPTBA has twice attempted to transfer its tax base from the household tax to a .3 percent sales tax. The first attempt failed in September 1979 with a 43.9 percent "yes" vote; the second attempt, together with a countywide annexation, failed in November 1980.

Transit fares are \$0.25 for adults, youth, the handicapped, and the elderly. A daily pass is available for double the cost of a single fare. Monthly passes are available: \$8.00 for adults, \$5.00 for students, the elderly, and handicapped.

PATRONAGE

In 12 months of operation in 1978, Twin Transit carried 106,000 passengers. Ridership totaled 141,620 passengers in 1980 and 155,827 in 1983.

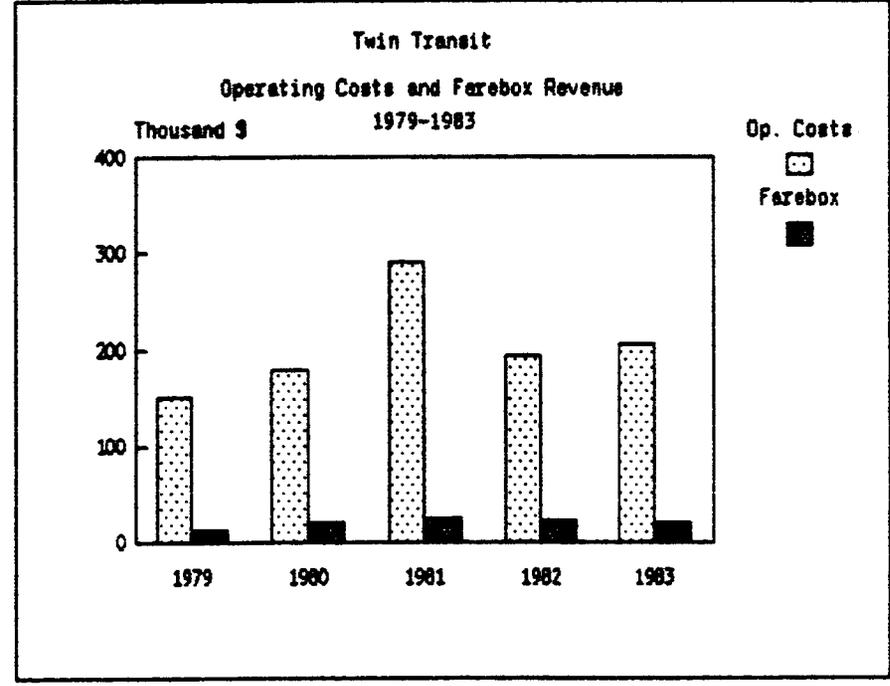
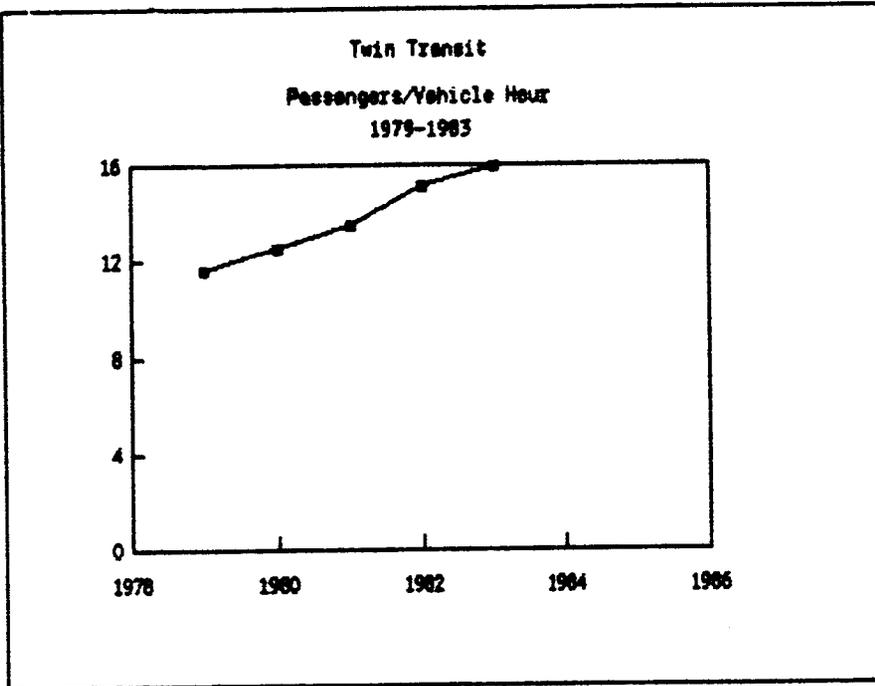
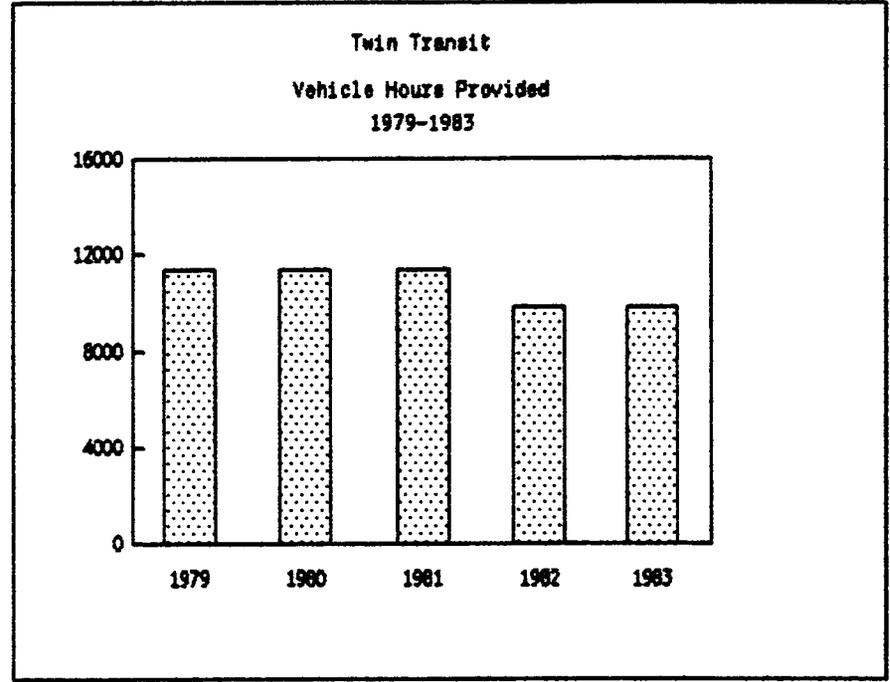
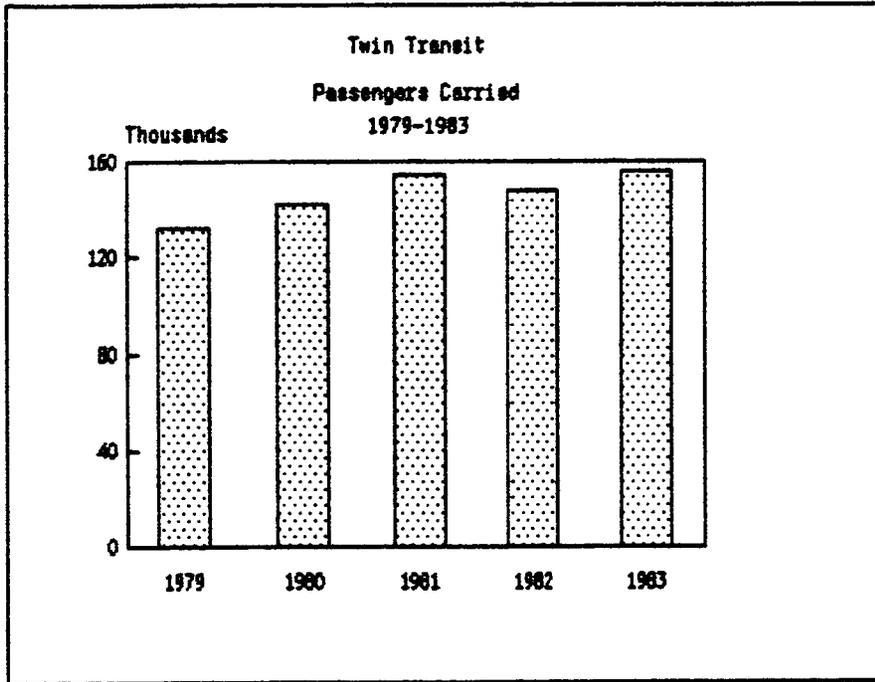
FUTURE PLANS

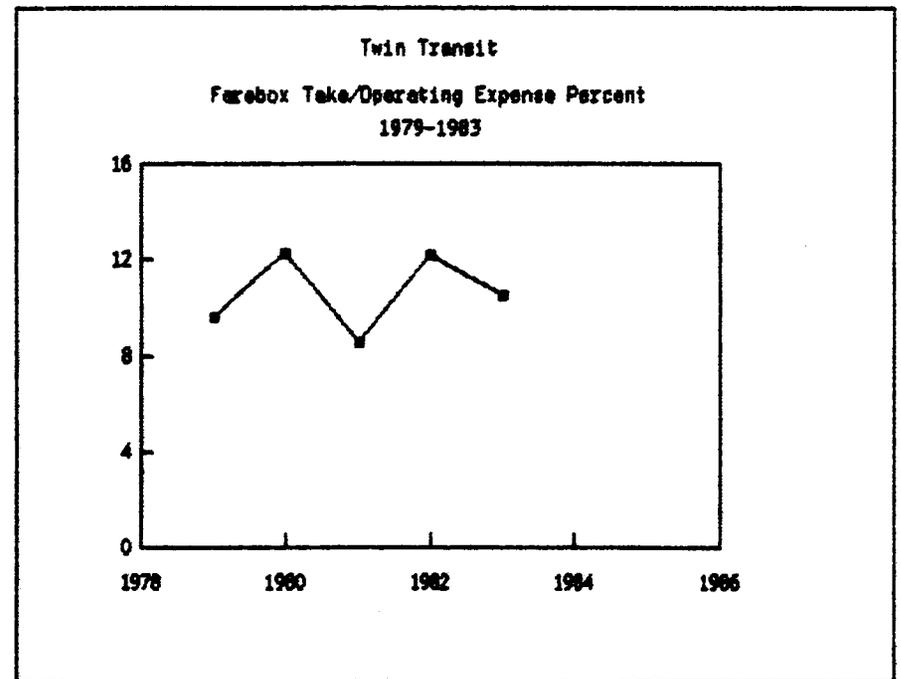
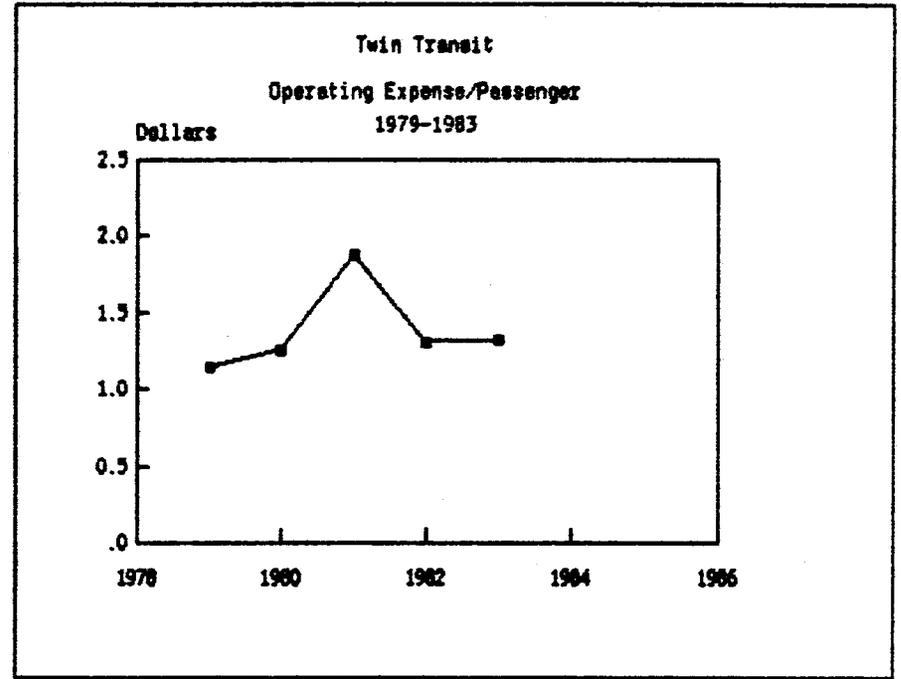
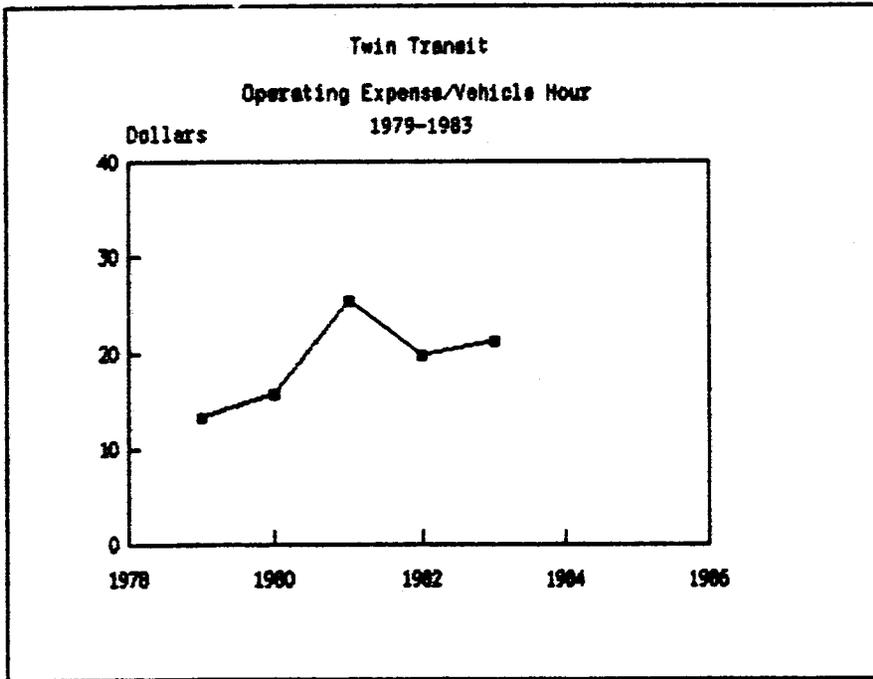
A Comprehensive Transit Plan was prepared before Twin Transit began operations. This plan has to a large extent been followed in establishing the transit system. The plan itself will be reviewed and updated annually with adjustments in service made as necessary. The plan calls for expanding service, refining routes and schedules, and providing dial-a-ride service to the handicapped.

General Statistics

Twin Transit

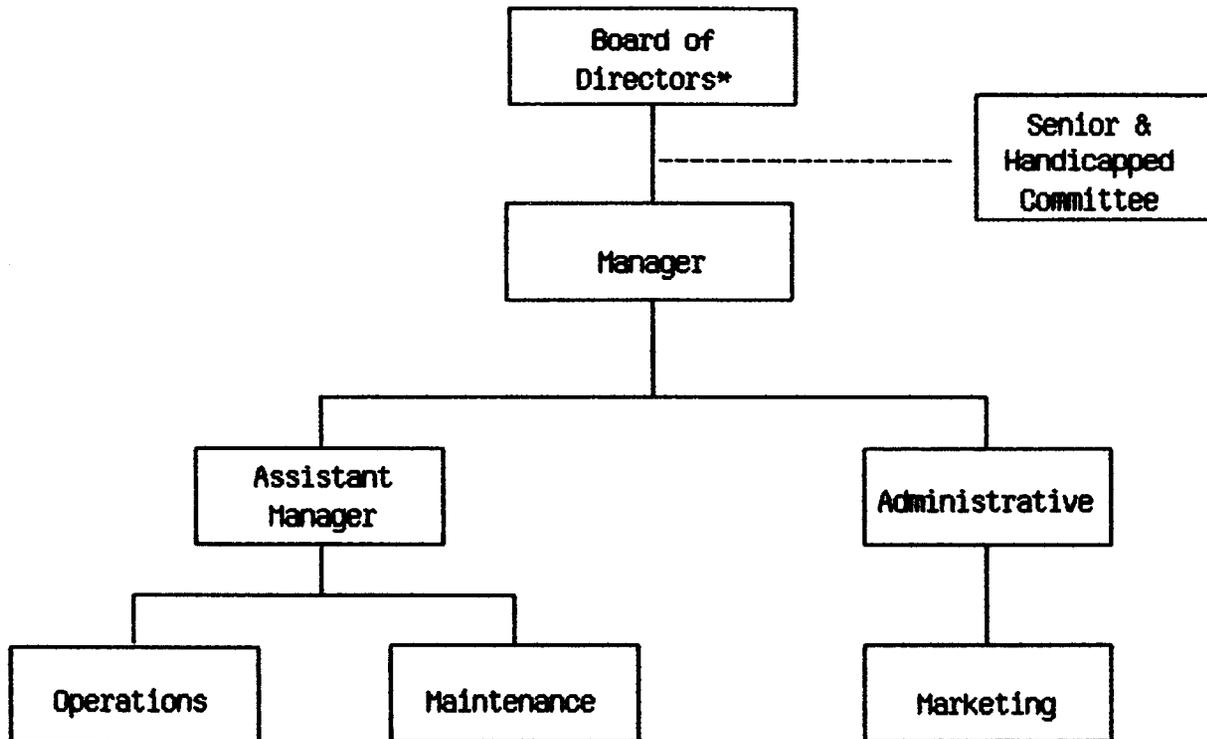
Operations	1979	1980	1981	1982	1983
Population base	17,200	17,100	17,200	17,800	17,800
Passengers carried	132,000	142,000	154,000	148,200	156,000
Number of vehicles	6	6	6	6	7
Miles of route	21	21	21	21	22
Veh miles travelled	165,000	165,000	165,000	165,000	168,000
Veh hours provided	11,400	11,400	11,400	9,800	9,800
Revenues					
Farebox	\$ 14,400	\$ 22,000	\$ 24,800	\$ 23,600	\$ 21,700
Local tax	85,100	83,500	84,400	92,400	74,800
Motor veh excise tax	87,300	85,000	87,000	83,400	92,500
Federal funds	0	0	0	800	0
Other funds	27,400	127,600	23,500	27,000	13,400
Revenue Total	\$ 214,200	\$ 318,000	\$ 219,700	\$ 227,200	\$ 202,400
Expenditures					
Capital	\$ 23,600	\$ 21,100	\$ 123,400	\$ 45,000	\$ 3,000
Operations	150,600	179,100	290,200	193,500	206,400
Expenditure Total	\$ 174,200	\$ 200,200	\$ 413,600	\$ 238,500	\$ 209,400
Transit Performance					
Passenger/Capita	7.67	8.30	8.95	8.33	8.76
Passenger/Veh hour	11.58	12.46	13.51	15.12	15.92
Op Exp/Veh mile	\$ 0.91	\$ 1.09	\$ 1.76	\$ 1.17	\$ 1.23
Op Exp/Veh hour	\$ 13.21	\$ 15.71	\$ 25.46	\$ 19.74	\$ 21.06
Op Exp/Passenger	\$ 1.41	\$ 1.26	\$ 1.88	\$ 1.31	\$ 1.32
Farebox take/Pass	\$ 0.11	\$ 0.15	\$ 0.16	\$ 0.16	\$ 0.14
Farebox take/Op exp %	9.56	12.28	8.55	12.20	10.51





Valley Transit

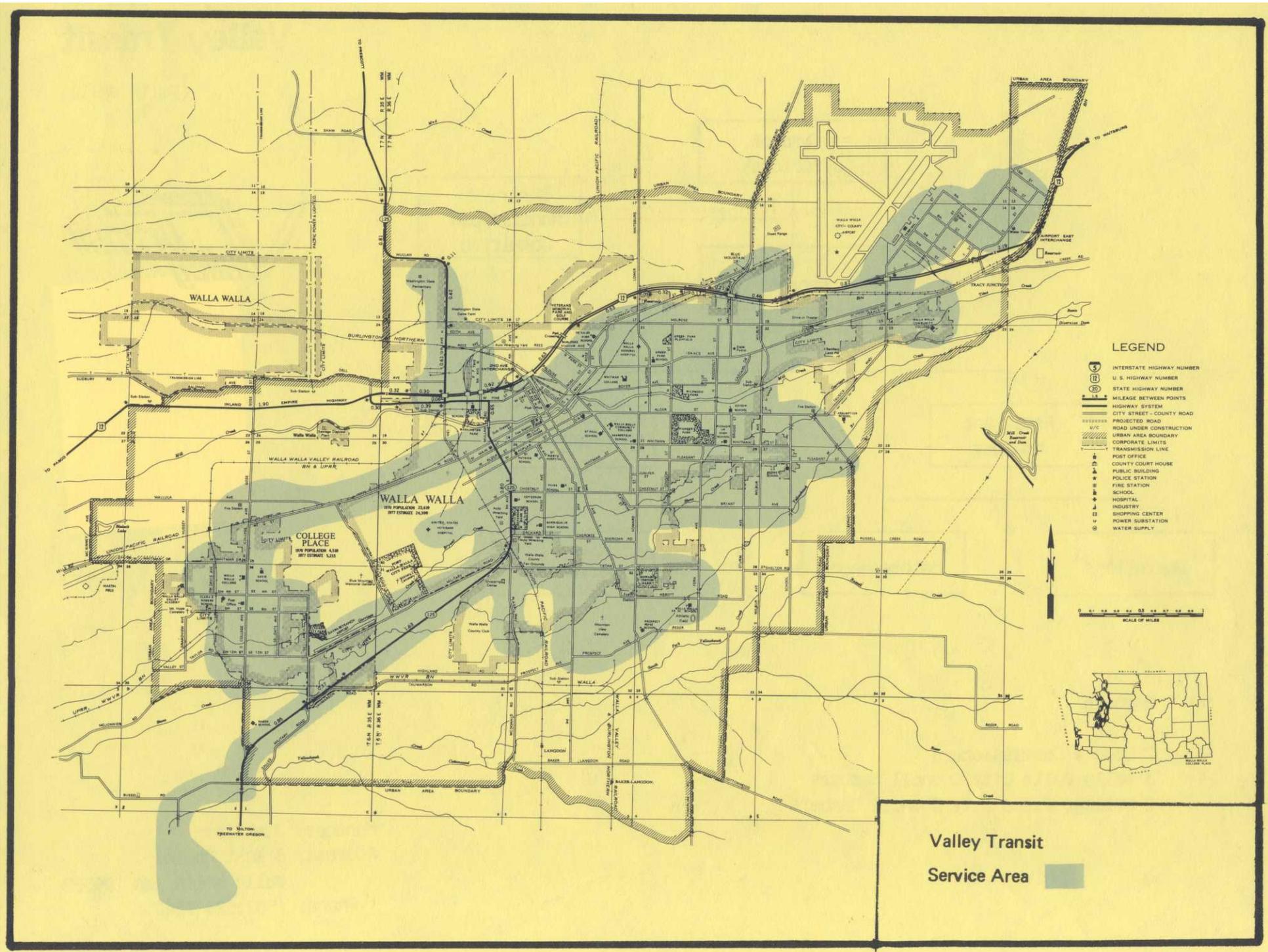
(Walla Walla)



*** 7 Members**

- 2 County Commissioners**
- 3 Walla Walla City Council Members**
- 2 College Place City Council Members**

Manager: Jim Zier
Address: 8 West Poplar
Walla Walla, WA 99362
Phone: (509)525-9140



VALLEY TRANSIT

HISTORICAL BACKGROUND

Early in 1979 the Board of Walla Walla County Commissioners conducted a survey to determine the needs and feasibility of a public transportation facility in the Walla Walla area. The PTBA Board was selected from the County Commissioners, the Walla Walla City Council, and the College Place City Council. They, in turn, applied to WSDOT for funds to develop a transit plan. Entranco Engineers performed the feasibility study which was completed and delivered in April of 1980. On March 18, 1980, voters in the Walla Walla, College Place, and adjacent areas approved a Valley Transit system by almost a two to one edge. The special election provided an addition of a .3 percent sales tax for the implementation and operation of the system. Valley Transit began full service operation on January 5, 1981 with buses rented from Seattle Metro. Later four used buses were purchased and refurbished. In June, eight new 31 passenger TMC buses arrived and were put into service. With improvements to the timetables and routes, along with the addition of a fifth route in September and then a sixth route in October, the ridership has continued to exceed expectations. With the additional routes, two buses were added to the existing routes which for the first time necessitated the implementation of split shifts.

SERVICE

Valley Transit provides services at 30 to 60 minute intervals from 5:45 a.m. to 7:15 p.m. daily except Sundays and major holidays. Five routes pass within three to four blocks of 90 percent of the residents in the service area. An area wide Dial-a-Ride curb service is also provided by three vans from 8:00 a.m. to 5:00 p.m. six days per week, excluding holidays. Patrons are asked to make their requests 24 hours in advance and persons in need of medically related rides have priority status. Valley Transit has schedules in English, Spanish and Braille. Riders are able to transfer at a central transfer point, making each of the other routes immediately accessible.

ADMINISTRATION, PERSONNEL AND EQUIPMENT

Valley Transit is an independent municipal corporation governed by a seven member board of directors. Board members include two Walla Walla County Commissioners, three Walla Walla City Council members and two College Place City Council members. A manager and 38 and one-half employees, including 18 vehicle operators handle day-to-day operations.

The five transit routes are served by a fleet of 13 buses; eight new coaches were acquired in 1981. In addition, Valley Transit contracts with the Walla Walla Senior Citizens Center to provide Dial-a-Ride transportation to elderly and handicapped persons. Total miles of route are 85.

FINANCES

Principal revenue sources of Valley Transit, other than from fares, are the .3 percent sales tax levied throughout the benefit area, and the Motor Vehicle Excise Tax.

Basic fare for adults is 25¢; a reduced fare, 10¢, is provided for elderly, handicapped persons and students. Monthly passes are available to adults for \$8 and to reduced fares for \$4.

PATRONAGE

Transit service has been in operation for three years. Ridership for 1981 was 435,533, 1982 was 679,016, 1983 was 815,565. This ridership has exceeded expectations and projections.

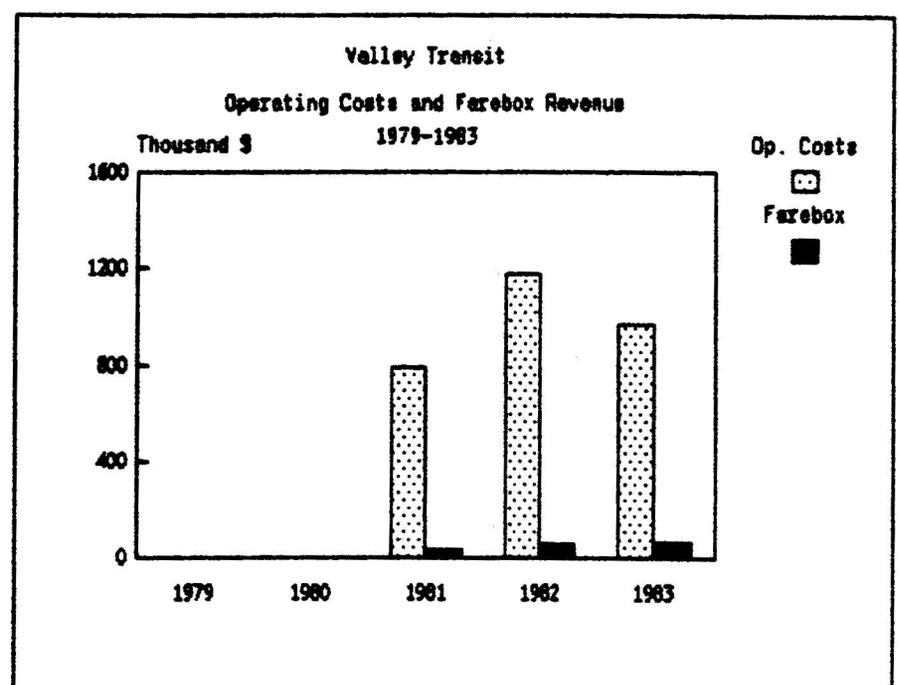
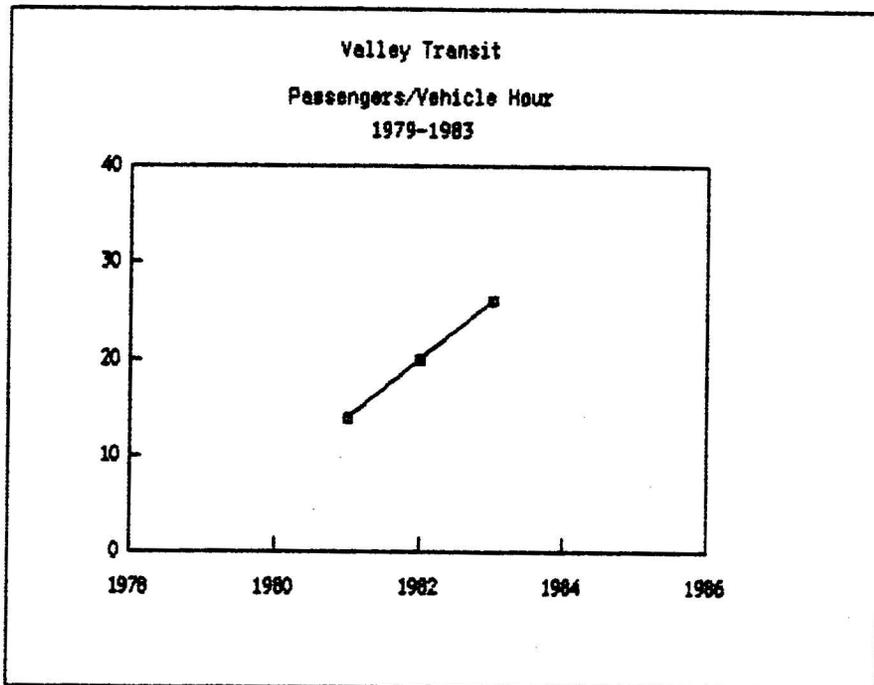
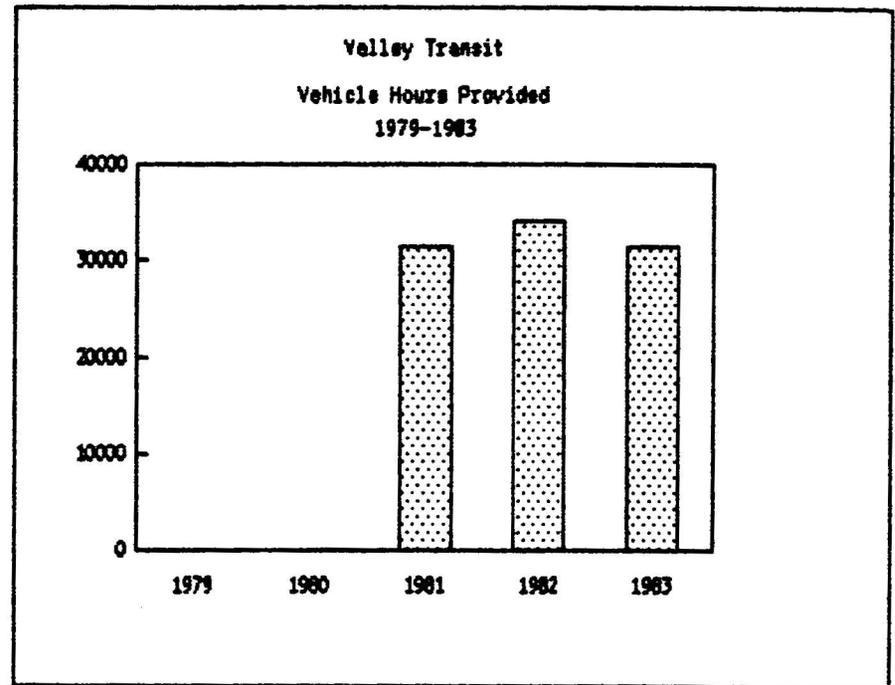
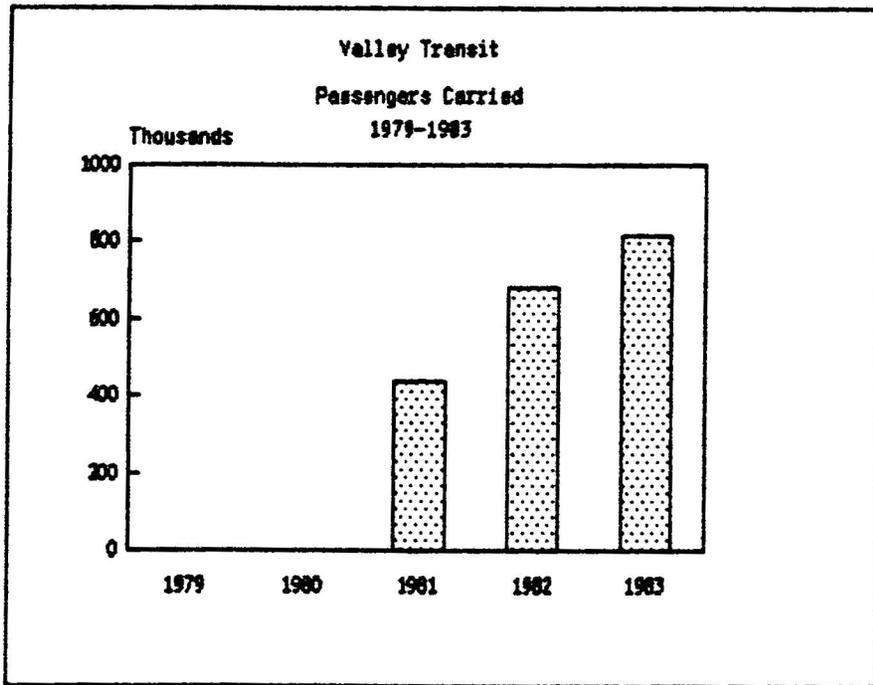
FUTURE PLANS

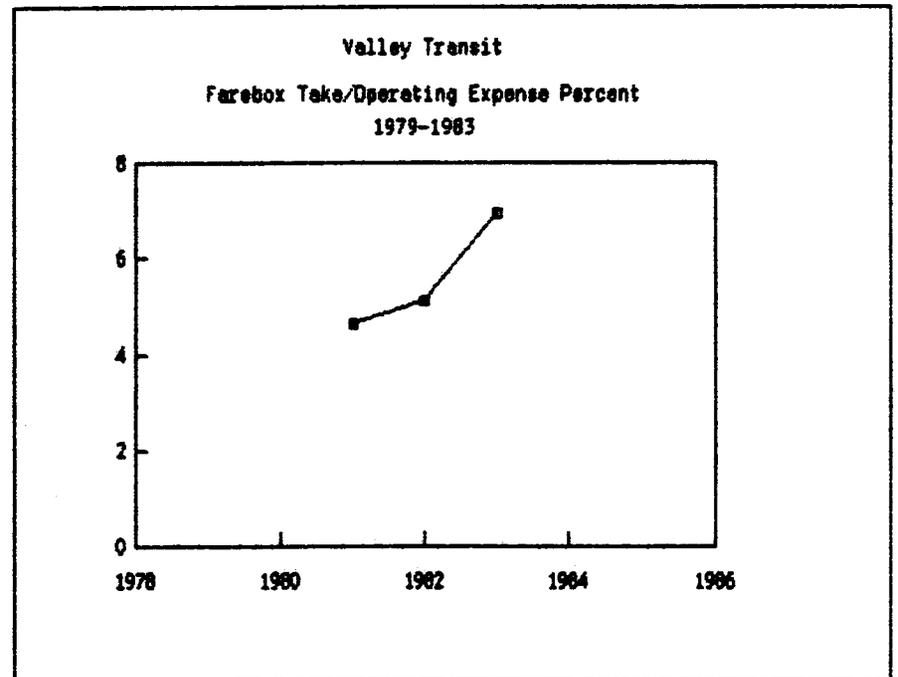
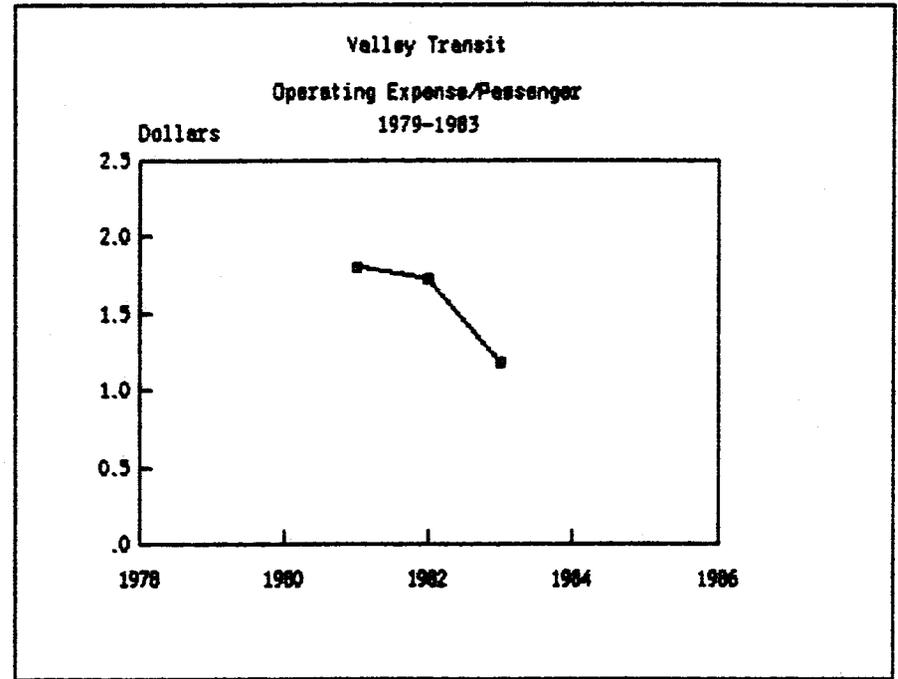
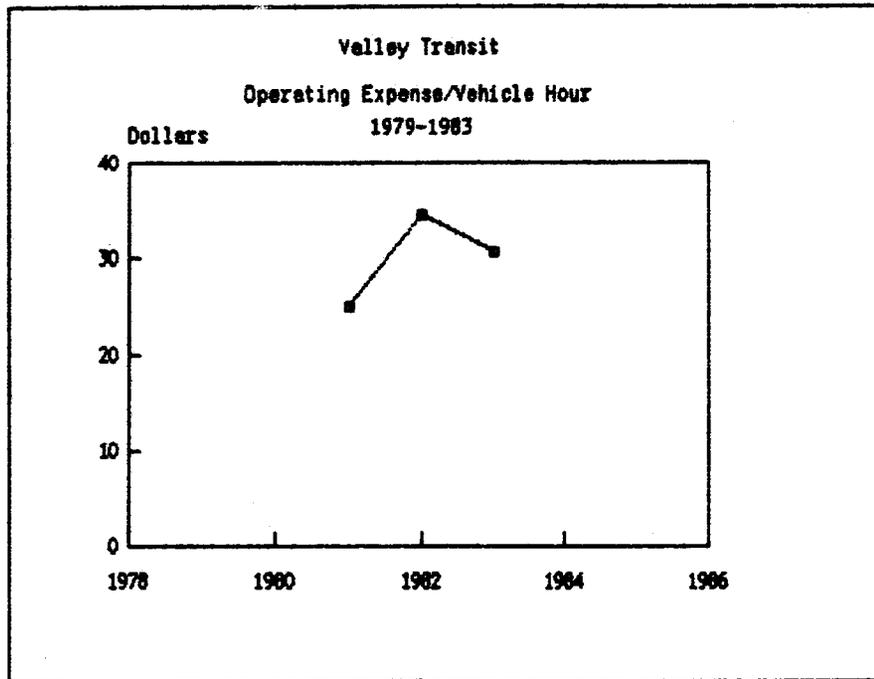
Valley Transit needs to acquire or construct a maintenance facility and administrative office complex. This is a primary priority. Bus stop signs are needed along the routes. A longer-range priority is to replace the four used transit coaches.

General Statistics

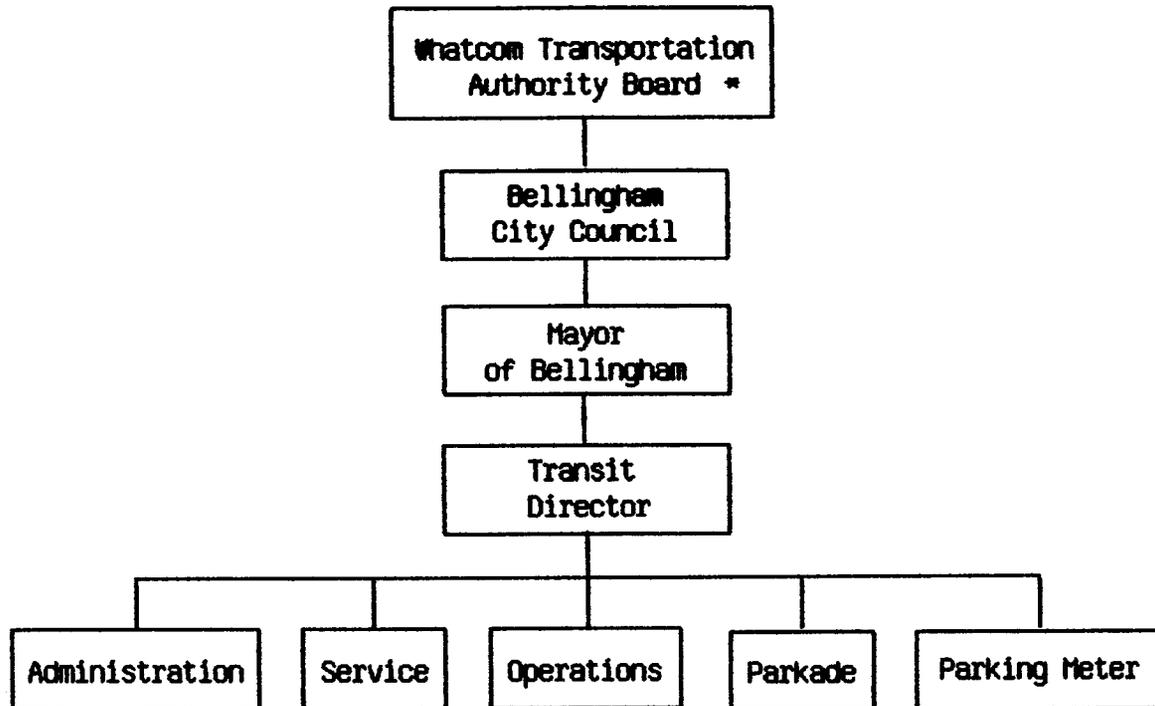
Valley Transit

Operations	1979	1980	1981	1982	1983
Population base	N/A	N/A	40,600	41,300	41,300
Passengers carried			435,500	679,000	815,600
Number of vehicles			12	13	13
Miles of route			36	33	36
Veh miles travelled			317,000	408,200	429,200
Veh hours provided			31,400	34,000	31,400
Revenues					
Farebox			\$ 36,500	\$ 60,200	\$ 66,700
Local tax			634,200	689,300	706,700
Motor veh excise tax			591,000	622,700	627,600
Federal funds			243,900	71,900	0
Other funds			250,200	52,300	71,000
Revenue Total			\$ 1,755,800	\$ 1,496,400	\$ 1,472,000
Expenditures					
Capital			\$ 1,036,900	\$ 35,600	\$ 44,600
Operations			785,800	1,173,700	962,800
Expenditure Total			\$ 1,822,700	\$ 1,209,300	\$ 1,007,400
Transit Performance					
Passenger/Capita			10.73	16.44	19.75
Passenger/Veh hour			13.87	19.97	25.97
Op Exp/Veh mile			\$ 2.48	\$ 2.88	\$ 2.24
Op Exp/Veh hour			\$ 25.03	\$ 34.52	\$ 30.66
Op Exp/Passenger			\$ 1.80	\$ 1.73	\$ 1.18
Farebox take/Pass			\$ 0.08	\$ 0.09	\$ 0.08
Farebox take/Op exp %			4.64	5.13	6.93





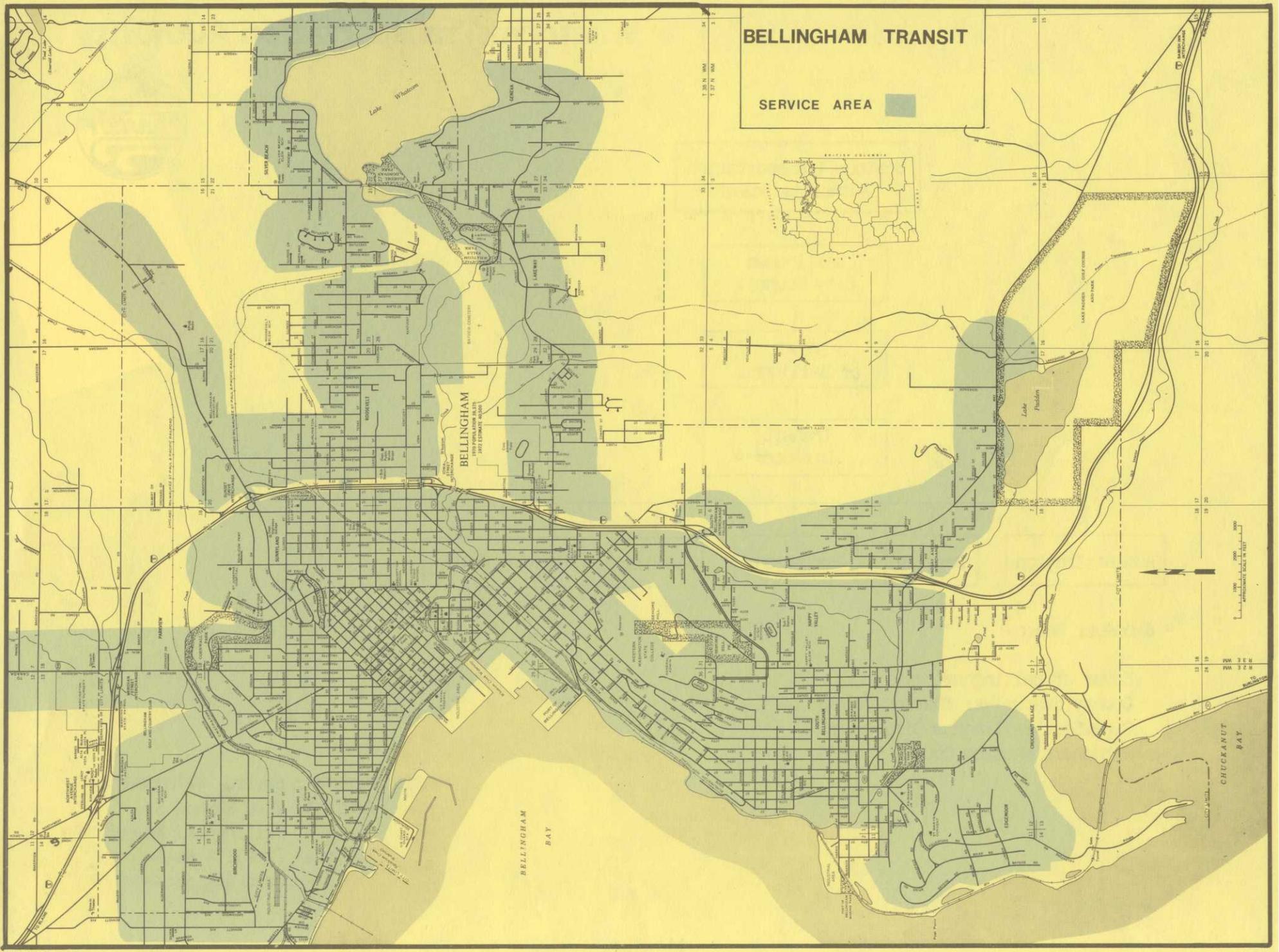
Whatcom Transportation Authority



* 6 Member Board

Mayor of Bellingham
County Executive; Whatcom County
2 Members Bellingham City Council
2 Members Whatcom County Council

Transit Director: Edward Griemsmann
Address: 2200 Nevada St.
Bellingham, WA 98225
Phone: (206)676-6843
Scan 644-6843



WHATCOM TRANSPORTATION AUTHORITY

HISTORICAL BACKGROUND

In late 1971 the private owner operating the public transit system in Bellingham, faced going out of business because of high operating costs, delapidated equipment, and low ridership. The City of Bellingham elected to maintain public transit service and purchased the rolling stock and ancillary equipment for \$40,000. Since its takeover of the transit function, the City has worked to improve service and change transit's public image by purchasing new buses, introducing service to areas not previously served, printing new schedules, installing benches and reducing fares. The result of the City's effort is a revitalized public transit system showing substantially increased ridership in each year of city operation. The most recent result has been the completion of a ten stub downtown transfer facility "Bellingham Station" in 1980. It has served to improve transit system services while converting a deteriorating eyesore in the CBD into a functional and aesthetic improvement.

In the fall of 1983 Bellingham voters endorsed the transition of a PTBA and ratified a sales tax up to 0.3 percent for transit purposes for the designated benefit area. The PTBA boundaries include all of the city of Bellingham and its fringe settlements. The governing authority (Whatcom Transportation Authority - WTA) chose to contract with the City for 1984 and intends assuming all assets and liabilities early in 1985.

SERVICE

Bellingham Transit serves the incorporated area with nine routes operating Monday through Friday from 6:00 a.m. until 7:15 p.m. with half-hour service on five routes and hourly service on four routes. Saturday service is provided on eight routes from 9:10 a.m. until 6:10 p.m.; the system shuts down for one hour at midday.

ADMINISTRATION, PERSONNEL, AND EQUIPMENT

Bellingham operates its transit system with an administrative staff of three, headed by a transit director plus 30 drivers and a service section with four employees. Three employees provide bus maintenance in the city shops.

The original fleet of 16 older buses has been entirely replaced with newer models or refurbished. In early 1973 eight new GMC 33 passenger buses were purchased with local and federal revenue sharing funds. Three 45 passenger GMC buses were purchased in 1974 and an additional two were received in 1975. In 1976 the two remaining vehicles acquired from the private operated were renovated. In 1979-80, eleven 45-passenger GMC coaches were purchased from Canada. The 1956 model coaches were sold to Western Washington University in 1980. The current inventory is 24 full service coaches.

FINANCES

The City initially levied a 75 cent household tax to aid the transit system. In September 1975 the city's voters approved a three-tenths of 1 percent retail sales tax in support of transit. In 1977 the sales tax generated \$1.0 million, compared to only \$164,000 from the household tax during the last year it was collected. Bellingham received no distribution of state motor vehicle excise tax monies since state law requires these funds to be matches with locally generated revenues, but precludes cities from utilizing sales tax receipts for matching purposes.

As with other transit operators, Bellingham Transit's operating expenses far exceed operating income, with annual deficits averaging more than \$300,000 since the city began operations in 1971. With passage of the three-tenths of 1 percent sales tax, Bellingham was in a favorable financial position relative to most other transit operators in the state. When the sales tax was removed from food in 1978, it became a static funding source and failed to keep pace with inflation.

Bellingham intends to reinstate those runs cut in mid-

1983 and provide recommendations for future service expansion when the comprehensive plan is adopted.

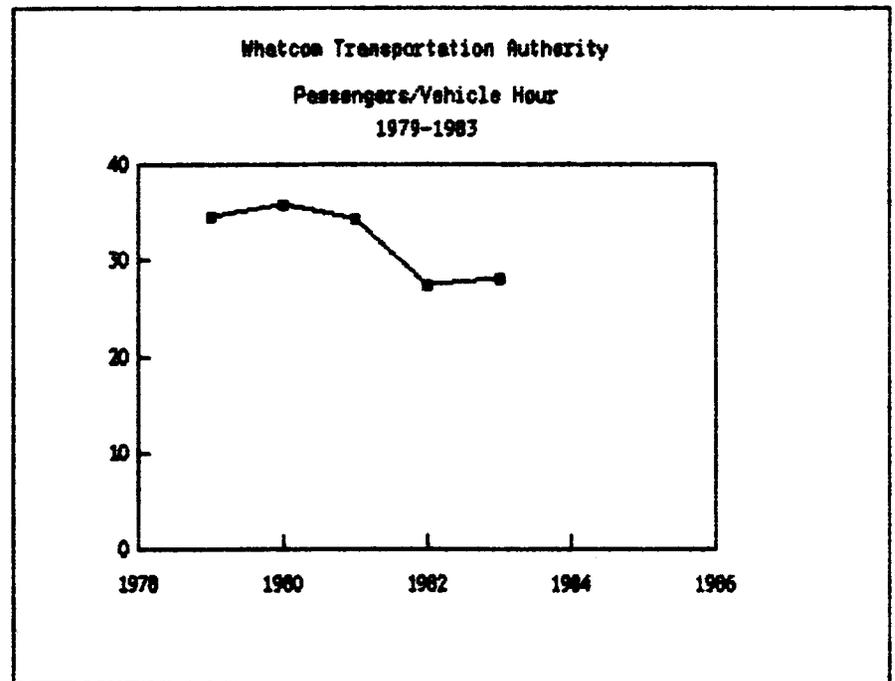
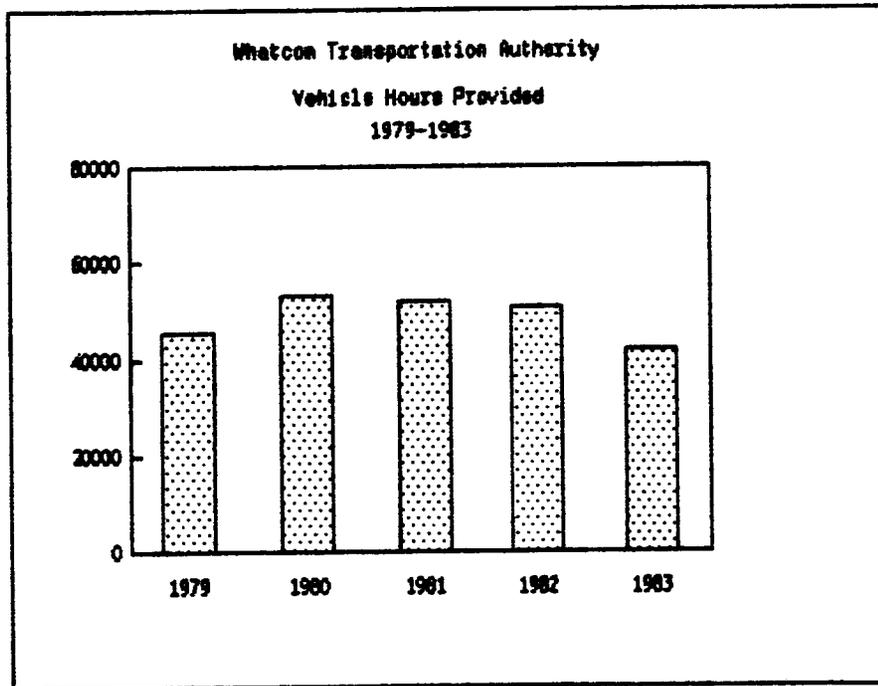
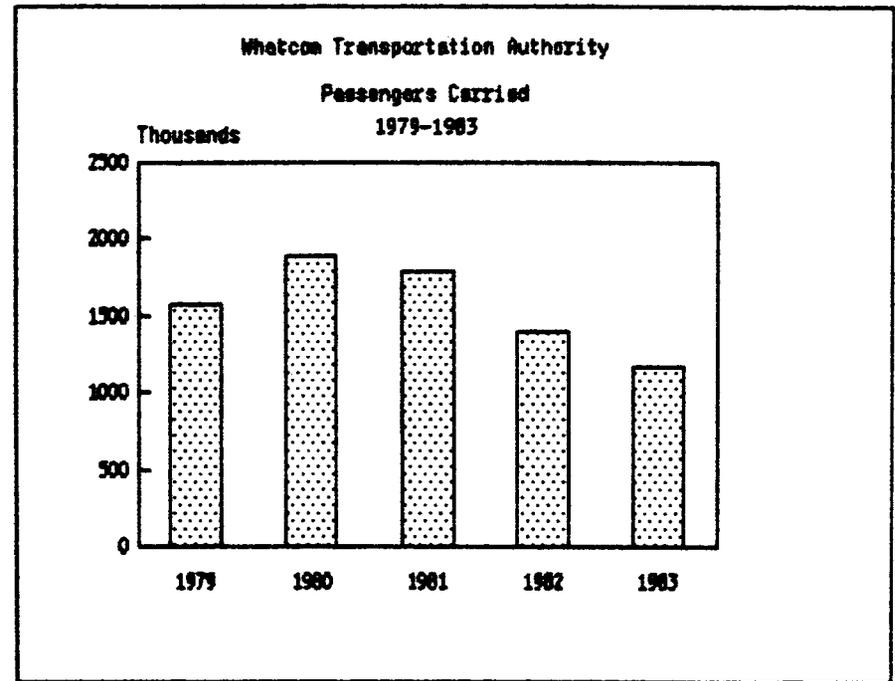
PATRONAGE

Service improvements and marketing efforts have resulted in significant ridership increases to 1980. From 1980 to 1983 ridership has been dropping reflecting a change in the economic condition of the Bellingham area and Whatcom County.

FUTURE PLANS

Bellingham Transit has two ongoing programs:

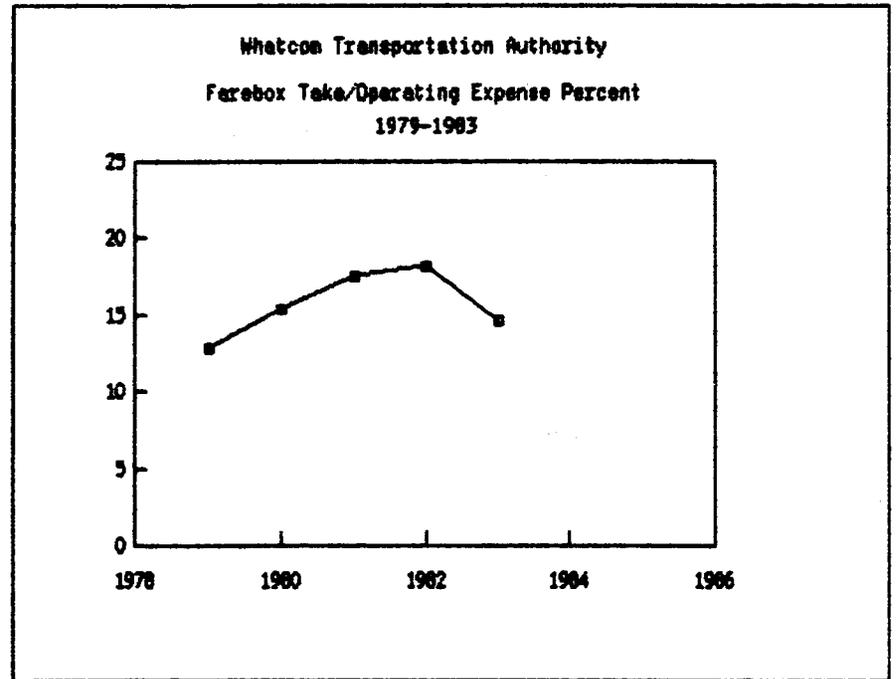
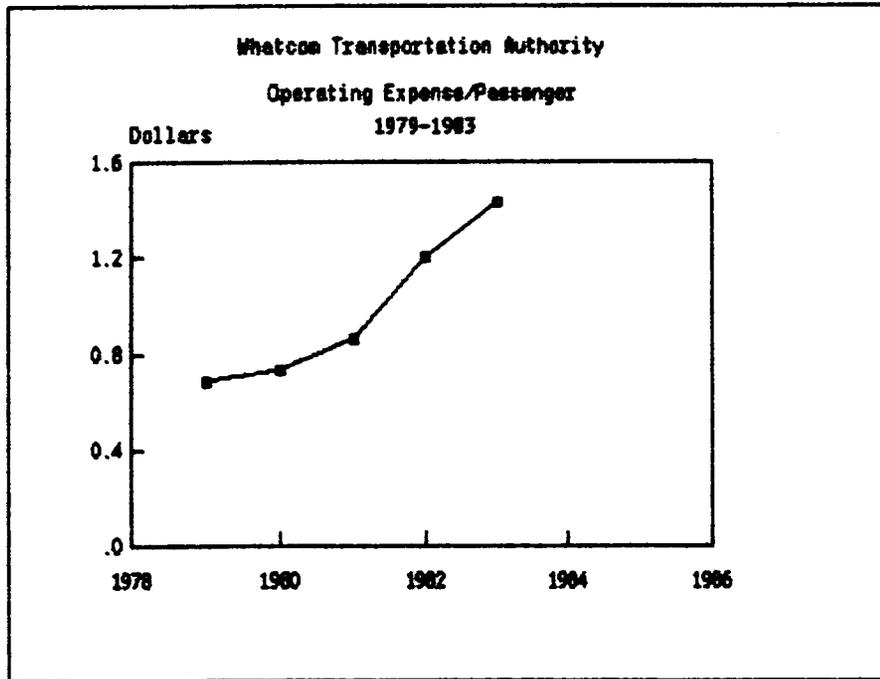
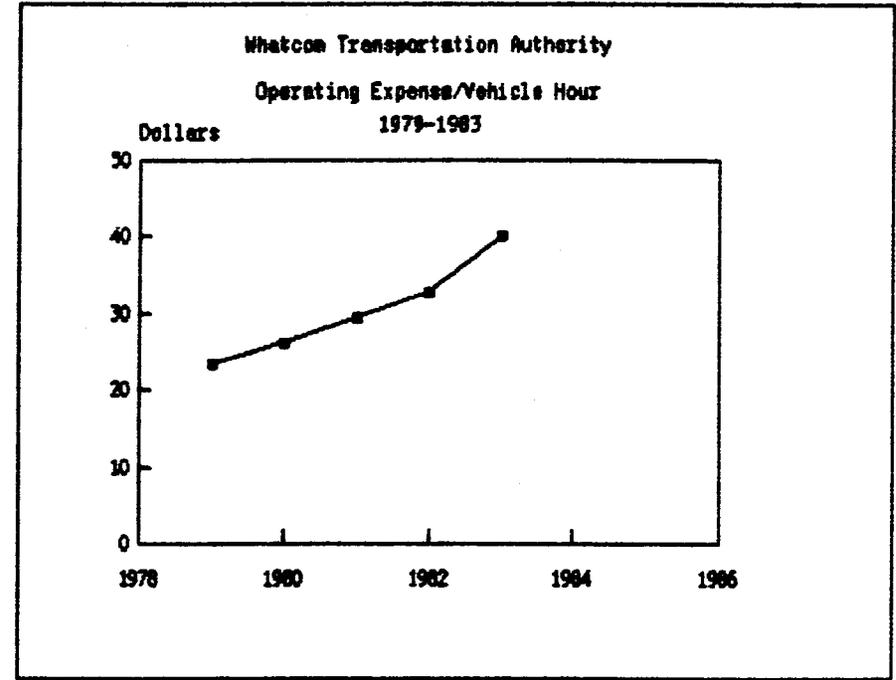
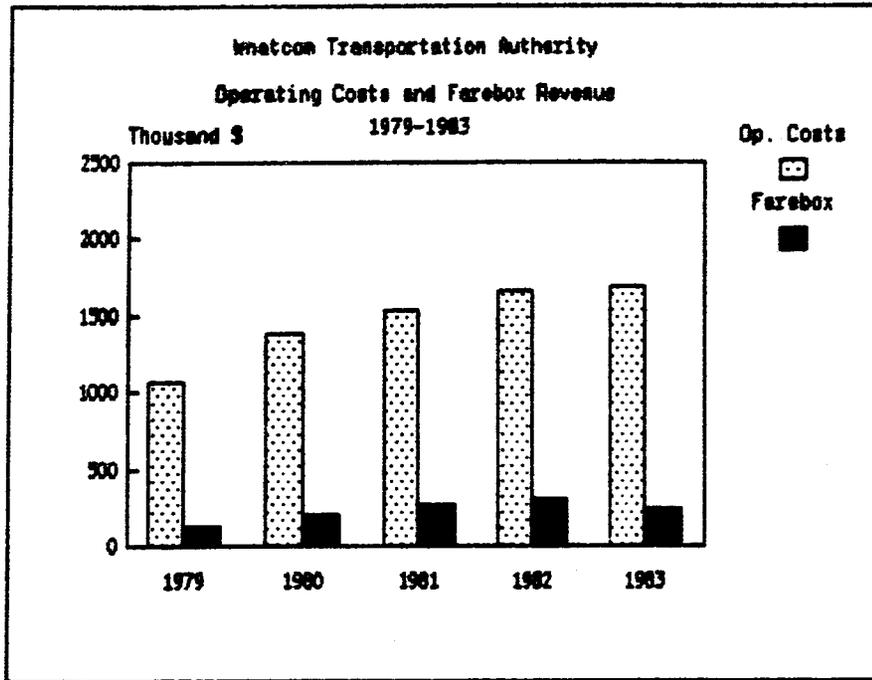
1. Secure legislation for obtaining funding necessary to continue and improve upon current levels of service.
2. Respond to passenger needs through improving and augmenting current services.



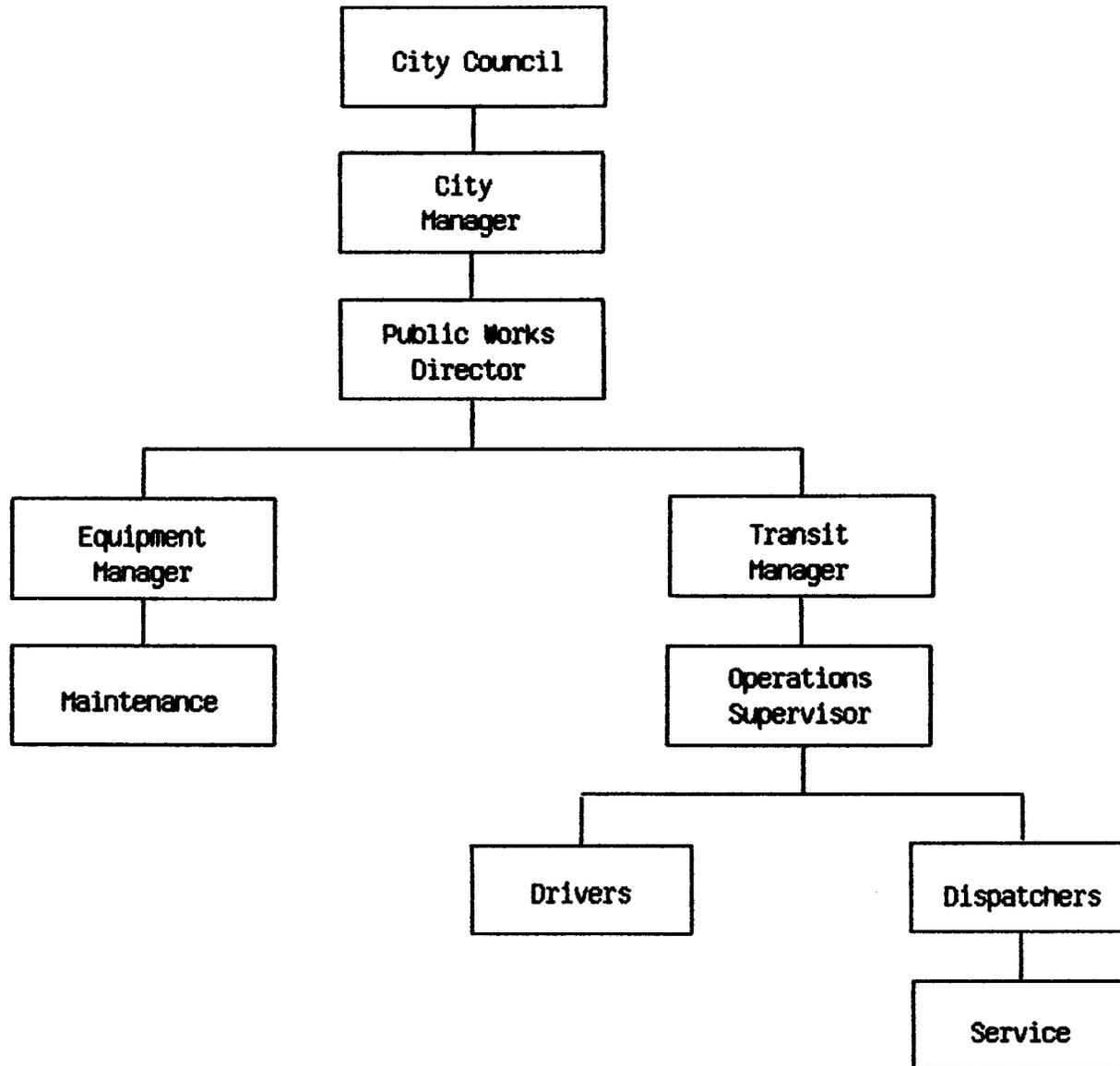
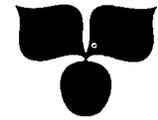
General Statistics

Whatcom Transportation Authority

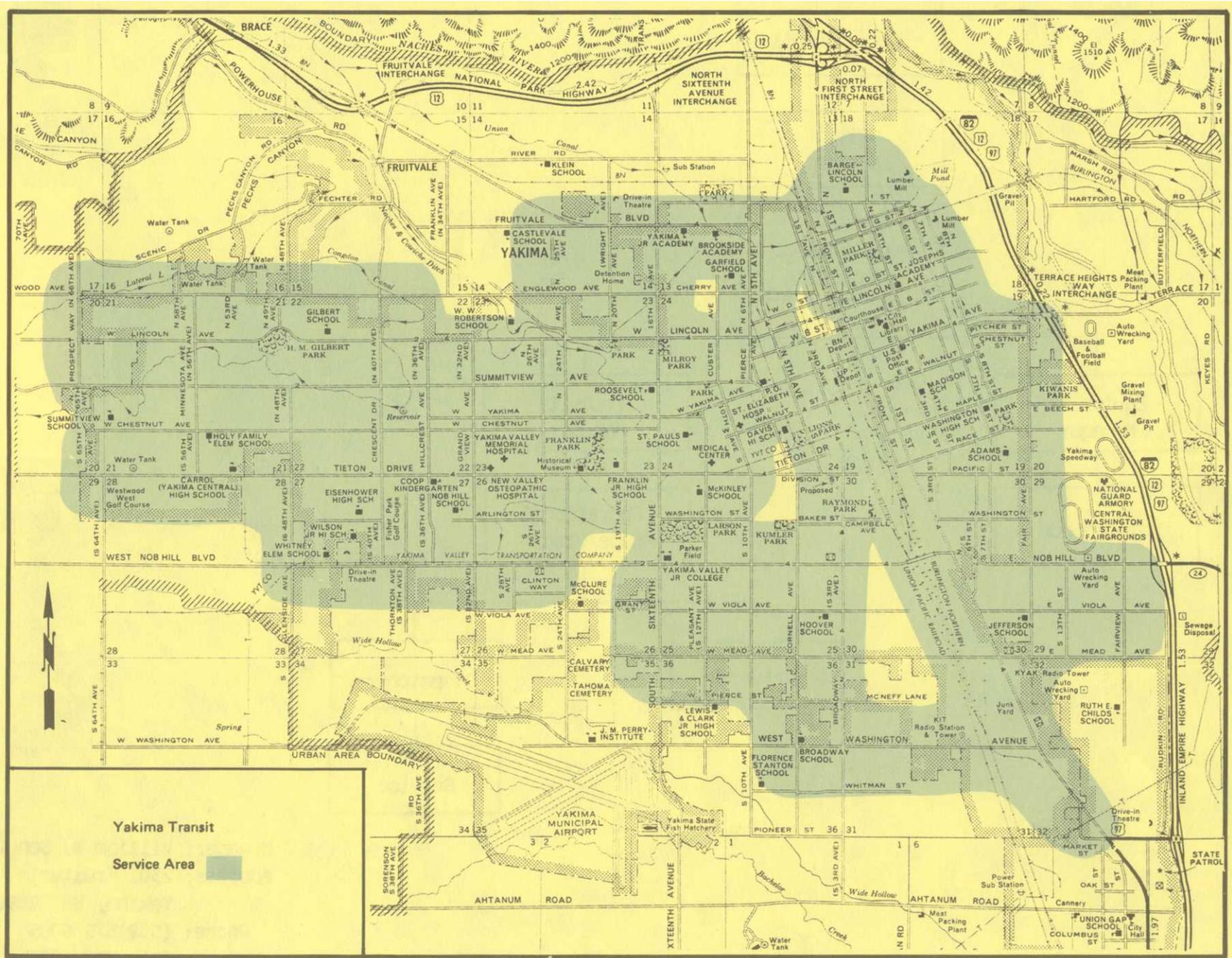
Operations	1979	1980	1981	1982	1983
Population base	44,000	45,800	46,400	46,000	45,900
Passengers carried	1,572,000	1,893,000	1,784,000	1,391,000	1,174,000
Number of vehicles	20	24	24	24	24
Miles of route	82	85	85	85	87
Veh miles travelled	547,000	622,000	619,000	613,000	555,000
Veh hours provided	45,500	53,000	52,100	50,600	41,900
Revenues					
Farebox	\$ 137,200	\$ 212,700	\$ 268,000	\$ 302,600	\$ 246,000
Local tax	1,555,000	1,180,800	1,193,000	1,263,000	1,425,000
Motor veh excise tax	0	0	0	0	0
Federal funds	632,700	662,800	84,300	132,000	248,000
Other funds	68,200	63,600	81,000	36,100	64,700
Revenue Total	\$ 1,993,500	\$ 2,119,700	\$ 1,626,300	\$ 1,733,700	\$ 1,983,700
Expenditures					
Capital	\$ 1,127,600	\$ 1,721,300	\$ 43,200	\$ 0	\$ 3,900
Operations	1,069,400	1,381,000	1,531,700	1,662,267	1,682,000
Expenditure Total	\$ 2,197,000	\$ 3,102,300	\$ 1,574,900	\$ 1,662,267	\$ 1,685,900
Transit Performance					
Passenger/Capita	35.73	41.33	38.45	30.24	25.58
Passenger/Veh hour	34.55	35.72	34.24	27.49	28.02
Op Exp/Veh mile	\$ 1.96	\$ 2.22	\$ 2.47	\$ 2.71	\$ 3.03
Op Exp/Veh hour	\$ 23.50	\$ 26.06	\$ 29.40	\$ 32.85	\$ 40.14
Op Exp/Passenger	\$ 0.68	\$ 0.73	\$ 0.86	\$ 1.20	\$ 1.43
Farebox take/Pass	\$ 0.09	\$ 0.11	\$ 0.15	\$ 0.22	\$ 0.21
Farebox take/Op exp %	12.83	15.40	17.50	18.20	14.63



Yakima Transit



Manager: William W. Schultz
Address: 2301 Fruitvale
Yakima, WA 98902
Phone: (509)575-6005
Scan 278-6005



YAKIMA TRANSIT

HISTORICAL BACKGROUND

In May 1966, Yakima's privately-owned bus company ceased operations, and for four months there was no bus service in Yakima. At a special election held in September 1966, the people of Yakima approved the state's first household tax (at \$0.65 per household) to help finance a new transit system. Transit service was reestablished under the direction of a private management company. In October 1970, the City purchased the assets of the management company and continued operations as a city-owned and operated system. In its initial year, the new system operated ten 25-year old buses about 244,000 miles, carrying 487,000 passengers. Since 1970, the City has upgraded service by disposing of the old buses and acquiring new buses, expanding routes and mileage. In 1980 new fleet acquisitions began which will provide both fleet expansion and replacement.

SERVICE

Yakima Transit provides service over 72 miles of route in a radial system. Approximately 95 percent of the area inside the Yakima city limits is located within one quarter mile of the nine service loops.

Transit service is provided six days a week. Hours of service are: 5:45 a.m. to 6:45 p.m., Monday through Friday and 7:45 a.m. to 6:45 p.m., Saturdays. Thirty minute headways are generally in effect during peak periods, with 60 minute headways during off-peak periods. No service is offered on major holidays.

ADMINISTRATION, PERSONNEL AND EQUIPMENT

The Yakima City Council has the policy-setting, decision-making responsibilities for transit. The transit manager, who has the administrative and day-to-day operations responsibility, reports to the public works director and the city manager. Other transit administrative staff include the operations supervisor and customer relations coordinator. Currently Yakima Transit employs 32 transit operators.

The present fleet of 17 buses, consists of eight 33-passenger GMC buses purchased new in 1972, and four 45-passenger GMC buses purchased in 1974. No federal funds were used for these purchases. In 1982 three new Orion transit coaches were purchased utilizing federal funds. Two buses have been leased from Seattle Metro. All buses are air-conditioned and have two-way radios. All transit operations, including dispatching, maintenance and bus storage are conducted at the city shop complex.

FINANCES

On November 5, 1980, Yakima city voters authorized the collection of a .3 percent sales tax to replace the 65¢/month household tax. The city council began levying a .2 percent sales tax on January 1, 1981, and changed the sales tax to .3 percent effective one year later.

Basic transit fares are set at 35 cents for adults, 20 cents for youths six through 18, while children under six ride free, honored citizen (elderly and handicapped persons) fare is 15 cents. Elderly persons may purchase a monthly pass for \$3.00 and the blind ride free. Adult monthly passes are \$12.00 and youth monthly passes are \$8.00.

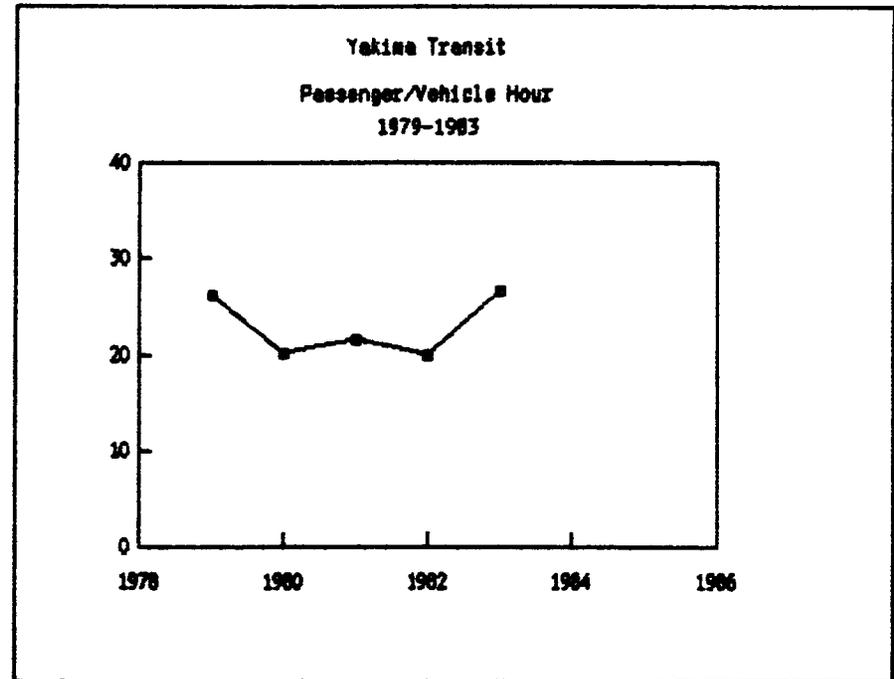
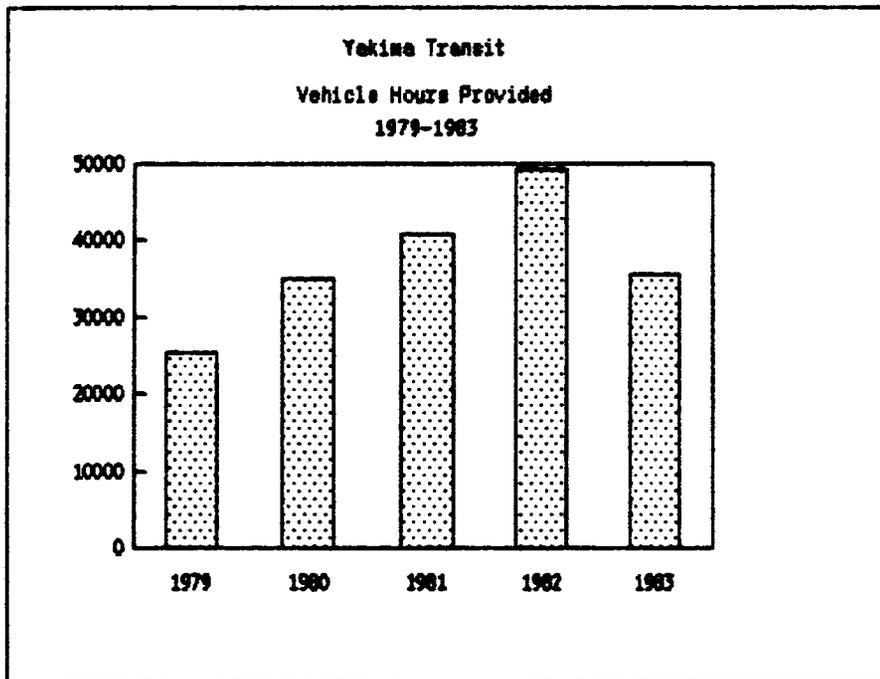
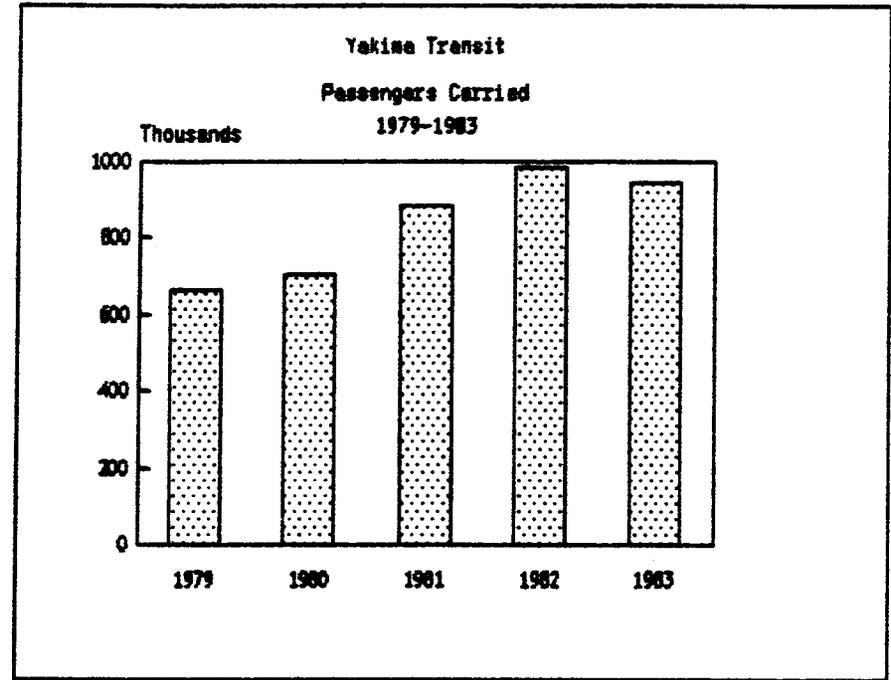
PATRONAGE

Ridership on Yakima Transit remained nearly constant between 1966 and 1973, averaging about 475,000 per year. Gasoline shortages in 1974 caused a sharp increase to 562,000 and ridership has increased steadily each year since; the 968,748 passengers carried in 1983 represents an increase of 49 percent over 1973.

Heaviest loading occurs along the Tieton route (No.2), which serves several major trip generators. Lowest ridership levels are experienced on the South 1st Street/Airport (No. 9) due to relative lack of major trip generators, and private households.

FUTURE PLANS

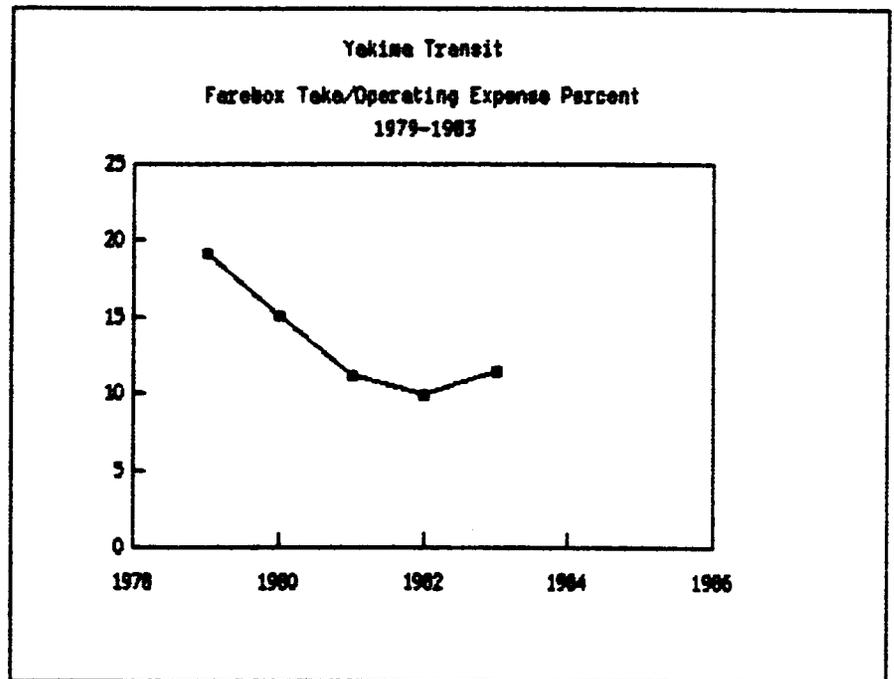
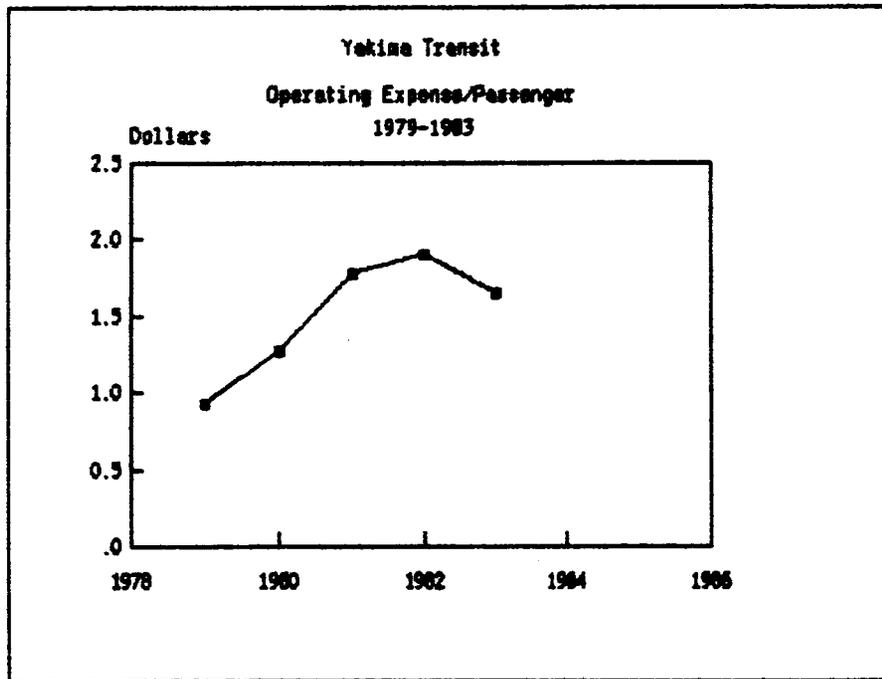
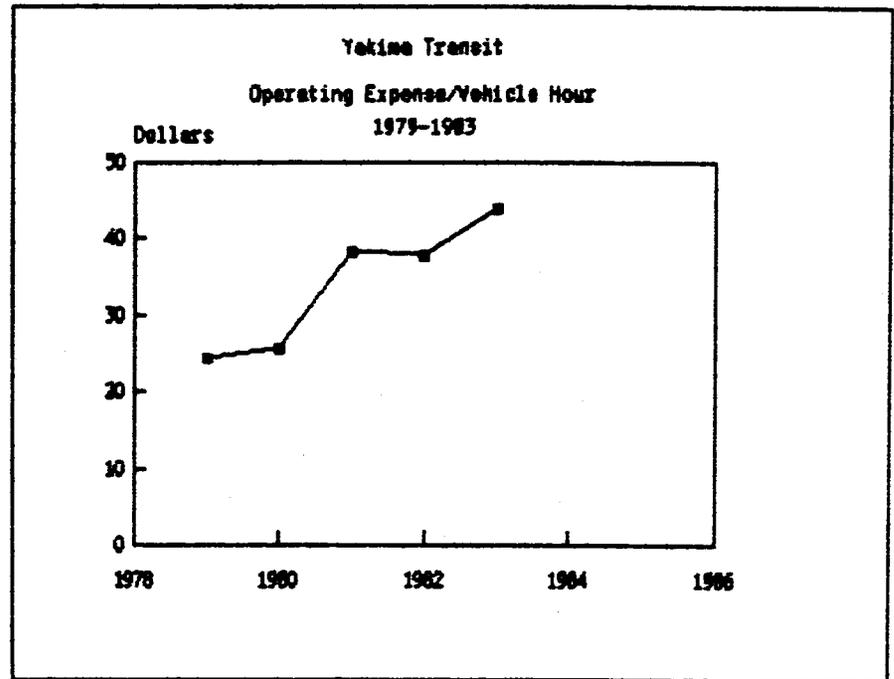
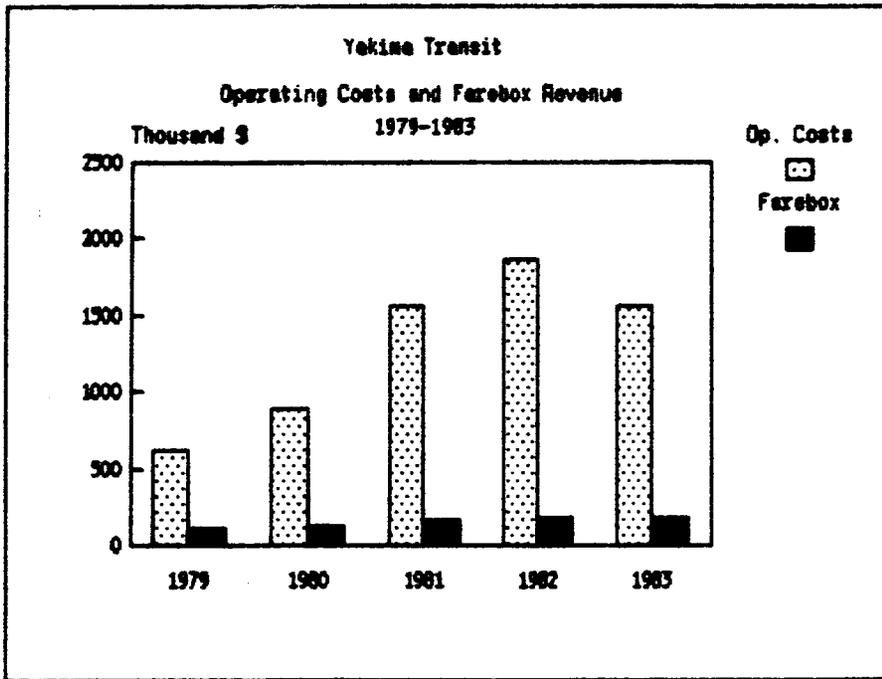
Yakima Transit is continuing its program of vehicle additions and replacements in small numbers. However, 1984 will be seen as a year of preparation. Numerous elements of our system's operation will be involved in planning. A new comprehensive plan will be developed which will include among its various sections some elements of particular interest. Various options for satisfying elderly and handicapped transportation needs will be considered for inclusion in the plan. Route and schedule analysis will be a significant program element. A capital improvement section will also be a prominent element of the plan. The comprehensive plan will be developed considering two scenarios: continuing as a municipal system, and establishment of a PTBA administered system. Outside of the comprehensive plan, a major planning effort will consider various aspects of human resource development particularly training.



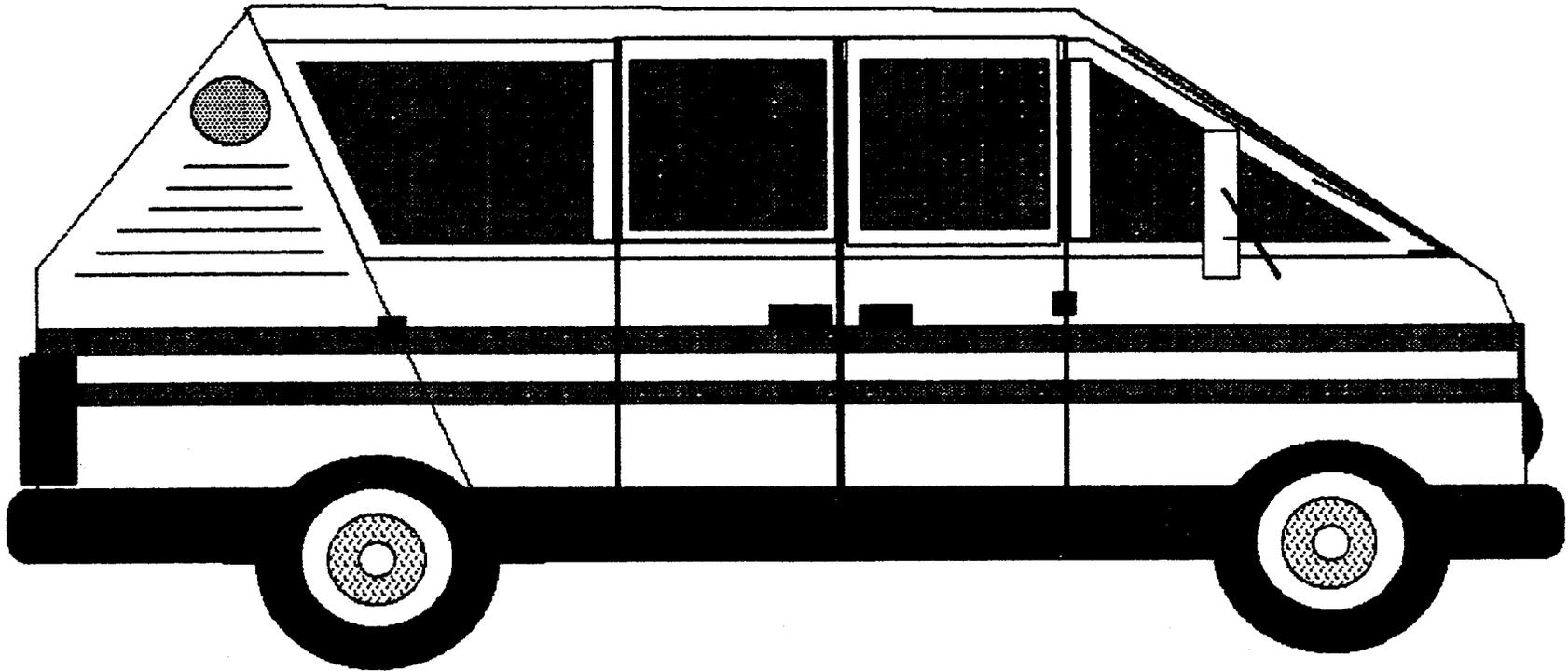
General Statistics

Yakima Transit

Operations	1979	1980	1981	1982	1983
Population base	52,700	49,800	49,800	49,900	48,500
Passengers carried	667,000	706,000	882,000	983,000	941,400
Number of vehicles	12	12	16	17	17
Miles of route	61	64	74	74	78
Veh miles travelled	343,000	394,000	494,000	550,000	487,400
Veh hours provided	25,500	35,100	40,800	49,300	35,500
Revenues					
Farebox	\$ 118,600	\$ 135,900	\$ 174,700	\$ 184,700	\$ 177,300
Local tax	148,300	151,300	758,700	1,437,000	1,628,800
Motor veh excise tax	147,800	151,000	0	0	0
Federal funds	0	616,700	676,500	949,100	147,200
Other funds	26,300	74,600	72,900	74,300	89,000
Revenue Total	\$ 441,000	\$ 1,129,500	\$ 1,682,800	\$ 2,645,100	\$ 2,042,200
Expenditures					
Capital	\$ 0	\$ 0	\$ 0	\$ 334,400	\$ 30,600
Operations	619,100	\$ 897,300	1,560,400	1,867,600	1,557,000
Expenditure Total	\$ 619,100	\$ 897,300	\$ 1,560,400	\$ 2,202,000	\$ 1,587,600
Transit Performance					
Passenger/Capita	12.66	14.18	17.71	19.70	19.41
Passenger/Veh hour	26.16	20.11	21.62	19.94	26.52
Op Exp/Veh mile	\$ 1.80	\$ 2.28	\$ 3.16	\$ 3.40	\$ 3.19
Op Exp/Veh hour	\$ 24.28	\$ 25.56	\$ 38.25	\$ 37.88	\$ 43.86
Op Exp/Passenger	\$ 0.93	\$ 1.27	\$ 1.77	\$ 1.90	\$ 1.65
Farebox take/Pass	\$ 0.18	\$ 0.19	\$ 0.20	\$ 0.19	\$ 0.19
Farebox take/Op exp %	19.16	15.15	11.20	9.89	11.39



Paratransit



PARATRANSIT

TRANSPORTATION SYSTEMS MANAGEMENT (TSM)

Washington State was the 14th fastest growing state in the nation in the 1970s. It is difficult to predict the future, but most forecasts predict the state's growth rate during the 1980s will outpace the nation. The existence of the state's traditional industries and recent diversifications support this. Clearly, transportation is a critical element of this growth process, and the growth will put severe strains on our transportation system.

The 1980s will likely be a period of change, due in large part to limited resources. Funding cutbacks will limit the growth of public transit, while conservation efforts and inflation could severely limit our ability to build more highways.

A new approach to the problem was developed in the 1970s. Air pollution, the energy shortage, and the economy dictated the need to develop new tools to ensure that personal mobility would continue to be available. The new tools became part of a package called Transportation Systems Management (TSM). TSM programs are designed to take maximum benefit from limited resources, and to stretch existing services and facilities to the greatest extent possible. TSM is a concept that includes any activity that increases the efficiency of the transportation system at minimal cost.

The success of TSM rests not just with implementing one or two individual activities on existing facilities but with packaging various actions which complement and reinforce each other to achieve a desired object. For example, an exclusive HOV lane may be implemented within a corridor accompanied by the construction of fringe area Park and Ride lots, improvements in bus service and local arterials, and the implementation of a regional ridesharing program. TSM actions can be packaged and implemented as a complete strategy for the movement of people and goods more efficiently on existing facilities.

Washingtonians have been justifiably proud of their environment and natural resources. In the last few years, however, there have been numerous air pollution alerts in the Puget Sound area. Over 80 percent of the pollution comes from transportation sources. An active TSM program could reduce the pollution levels by almost 10 percent.

Congestion is another major issue. Motorists are now using the highways of the future. Resources simply do not exist to embark upon new major road building efforts. The costs of simply maintaining the existing facilities have increased to the point that new construction will be severely restricted.

The TSM approach is a logical response to the political and economic realities of the 1980s. Recognizing this, WSDOT has adopted policy statements incorporating the concept into its state plan. Already active in the TSM area, WSDOT has plans for an expanded TSM program for the future.

Much activity supporting TSM and ridesharing has occurred in the state, and while WSDOT has often played a lead role, WSDOT is by no means the only organization working in this area.

HIGH OCCUPANCY VEHICLE LANES

High occupancy vehicle (HOV) lanes are an accepted and integral part of a package of transportation systems management (TSM) techniques for improving the efficiency of urban freeway systems. Increased costs, environmental concerns and conflicting national priorities have teamed to all but prevent construction of new freeways not part of the existing interstate system.

In major urban areas throughout the United States, HOV lanes and related TSM techniques have been implemented to provide increased transportation efficiencies. The implementation of HOV lanes and related HOV incentives has a number of objectives including the following:

1. To increase the useful capacity of the road network (in terms of persons per hour) and the mobility of users.
2. To reduce travel costs in:
 - a. Time
 - b. Fuel and other vehicle operating costs
 - c. Accidents
 - d. Air and noise pollution

A typical HOV lane in King County carries about 2,700 people in 450 vehicles during a peak commuter hour, while a standard lane carries 2200-2400 people in 1800-2000 vehicles. HOV lanes have been a proven TSM measure that is effective in efficiently moving large numbers of people on our existing transportation system.

PARK AND RIDE/PARK AND POOL LOTS

At the end of 1983 WSDOT had constructed or provided financial support to 45 completed park and ride lots involving approximately 12,500 parking spaces. Fourteen flyer stops have been constructed along with 50 park and pool lots with approximately 2000 spaces. More of these facilities are currently under construction or in the design stage.

SUBSCRIPTION BUS SERVICE

This paratransit system is a form of express bus chartering for a specified purpose (commuting, recreation, etc.). This type of transportation has been used for many years and is known as "Subscription Bus Service." Most of these operations are concentrated in large urban areas and their use as a commuter service is beginning to receive added emphasis from transportation planners. Bremerton Tacoma Stages is operating from North Kitsap County, Pierce County and parts of Mason County, and provides access to the Puget Sound Naval Shipyard in Bremerton. In addition, two different commuter bus operators serve the U.S. Department of Energy's Hanford Reservation, near Richland: Ben Franklin Transit from the Kennewick-Pasco area to the south and Evergreen Commuter Service from the Yakima area to the Northwest. Gray Line Tours provide daily service between Burien and Everett, primarily for Boeing employees.

In February, 1979, Seattle METRO started a program of subscription buses, currently using a total of 18 vehicles. Such service is provided on a premium fare basis to commuters going to and from their employment site. The average monthly fare is \$50.00. The vehicles are routed along major arterials found in close proximity to the individual users' residences. Most vehicles currently assigned to the subscription routes have 45 - 47 seat capacities.

Employment sites served by this METRO program include the Boeing Company in Everett, Kent, Renton, and Seattle and two private schools.

Kitsap Transit operates the largest fleet of subscription buses in the state. Presently, 22 vehicles, with an average daily one-way ridership of 750 persons, serve the Puget Sound Naval Shipyard and Keyport. (See Table 7).

**Table 7
Washington State
Subscription Bus Operations**

Agency	Location	No. of Buses	Average Ridership (1 way)
Ben Franklin Transit	Pasco	9	240
Kitsap Transit	Port Orchard	22	750
Bremerton Tacoma Stages	Tacoma	4	150
Evergreen Commuter	Yakima	1	35
METRO	Seattle	18	600
Grayline	Seattle	1	35

CARPOOLING

Informal carpooling has been around as long as there have been vehicles. People have shared rides over the years for various reasons: “giving the neighbor a lift”; taking neighborhood kids to school and recreation activities; and sharing work and shopping trips. Carpools are usually formed at work or in the area of one’s home for economic or personal reasons. As a result, the exact number of carpools is unknown.

Several public transit agencies operate comprehensive ridesharing programs. These programs provide some or all of the activities listed in Table 8. The agencies presently providing this ridesharing service are:

- 1) METRO Commuter Pool, Seattle
- 2) Ben Franklin Transit, Pasco
- 3) Jefferson Transit, Port Townsend
- 4) Kitsap Transit, Port Orchard
- 5) Pierce Transit, Tacoma
- 6) Community Transit, Lynnwood
- 7) Everett Transit, Everett
- 8) Spokane Transit, Spokane
- 9) Intercity Transit, Olympia

Many large private firms and some educational institutions have developed ridesharing programs. The number of these agencies is difficult to determine, but they have afforded a much needed service by providing preferential (or reduced rate) parking, flextime, bus pass subsidies, carpool matching and many other incentives to their employees.

The WSDOT Marine Division offers a guaranteed loading incentive program to all commuter carpool groups of three or more persons who travel via state ferries on a regular basis. A free permit will be issued by local public ridesharing agencies upon approval of the application. This permit allows guaranteed loading of carpools on sailings of the applicant’s choice during peak weekday commuter hours. The program is especially effective on Fridays and Mondays when daily commuters and weekend vacationers experience traffic congestion, delays, frequent overloads and the frustration that can occur at ferry terminals during peak commuter times when they compete for available vehicle space.

Another program offered by the WSDOT Marine Division is reduced fares on the Hood Canal Bridge. Carpools, registered through authorized public transportation agencies, of three or more are awarded half-price commuter tickets.

In September 1979, the city of Bellevue started a carpool program called Fleet Ride for its employees, primarily to alleviate parking shortages around its new and expanded City Hall. The Bellevue Department of Public Works administers this program, which presently has 50 participants. Thirteen city-owned passenger sedans are assigned to commuter trips at peak hours, and are available for regular work activities during the day, but no side errands are authorized by the city once the vehicle has reached its final home-based destination. Each vehicle’s designated driver is billed on a combination of fixed and variable costs, with gas allowance from the municipal supply. Every group of carpools makes its own monetary arrangements between riders.

In 1980, and amended in 1983, the WSDOT adopted a directive on a fleet ridesharing program. This program authorizes Department vehicles to be used by employees for carpooling/vanpooling to and from work so long as the entire capital depreciation and operational expense is paid by the participants. Presently seven state vehicles carry 35 individuals on their home/work trip.

VANPOOLING

The use of 7 to 15 passenger vans to move commuters on a break-even cost basis is one of the fastest growing forms of ride-sharing in the nation. In this operation, the passengers share all of the expenses. Vanpooling appears in several forms:

- Publicly-owned, private party operation
- Employer-owned, unpaid employee driver
- Private owner-operator
- Leasing company owned, private party operator
- Cooperative owner-operator

Vans pick up riders at one or two pickup points and then proceed to the place of employment where preferential parking is usually provided. Thus a full 15 passenger van

Table 8
Washington State
Comprehensive Ridesharing Program

MODES	SERVICES	
Carpooling	Promotion and Advertising	Special Ridesharing Services
Vanpooling	Ride-Match	For the Handicapped
Buspooling	Dial-In	For the Elderly
Taxipooling	Mail In	For the Disadvantaged
	Employer Surveys	For Long Distance Travelers
	Updating	
APPROACHES	Transit Information	
Owner-Operated	Private Transportation	INCENTIVES
Employer Sponsored	Services Information	Facilities
Third Party Lease	Employer Outreach	Express Bus and Carpool Lanes
Profit Corporation	Planning	Bypass Lanes
Non-Profit Corporation	Awareness	. Ramp Meter
Public Agency	Incentives	. Ferries
Unions	Surveys	Park and Pool Lots
Cooperatives	Analysis	Park and Shuttle Lots
Casual Ridesharing	Group Formation	Carpool Only Lots
	Follow-up	Covered Parking
	Activity Center Outreach	
INTERAGENCY COORDINATION	Driver/Rider Services	Services
Transit	Driver Training	Flexible Work Hours
Cooperative Marketing	Insurance Assistance	Tax Incentives
Develop Transit Ridership	Vehicle Purchase/Leasing	Employer Subsidies
in Low Density Area	Assistance	Parking
Park and Ride Lots	Parking Location	. Pricing Incentives
State	Fuel Allocation	. Preferential Locations
Express Bus and Carpool Lanes	Back-up Vehicles/Drivers	. Preferential on Waiting Lists
Bypass Lanes - Freeway	Rider Agreements	. Preferential Leaving Lot at
Ramps and Ferries	Rider Charges	End of Day
Park and Ride Lots	Routing	
Carpool Only Lanes	Vehicle Service/Maintenance	Auto Controls
Local Government	Discounts	On-street Parking Supply Lids
Developer Controls	Emergency/Accident Consultation	Residential Parking Permits
Park and Pool Lots	Driver Screening	
Parking Management		

removes approximately 8 to 9 cars from the road. The employer realizes a savings in parking space, and employee attendance is enhanced. Vanpools are not regulated in Washington but must not be in direct competition with franchised bus service.

Table 9 shows known vanpool fleets in the state which are currently operational. This information is not in any way a complete listing of vanpool operations.

**Table 9
Washington State
Vanpool Fleets**

Operator	Location	Type	No. Of Vans
Weyerhaeuser	Federal Way	Employer owned	17
University of Washington	Seattle	Employer owned	12
Boeing	Seattle	Employer owned	50
Washington Water Power Co.	Spokane	Employer owned	3
U.S. Dept of Energy	Richland	Privately owned	45
Rockwell	Richland	Privately owned	1
Boeing	Seattle	Privately owned	100 *
METRO Commuter Pool	Seattle	Publicly owned	132 (c)
Spokane Transit	Spokane	Publicly owned	8 (a)
Kitsap Transit	Port Orchard	Publicly owned	6
Intercity Transit	Olympia	Publicly owned	5 (a)
Ben Franklin Transit	Pasco	Publicly owned	12 (b)
Jefferson Transit	Port Townsend	Publicly owned	5
Everett Transit	Everett	Publicly owned	1
Community Transit	Lynnwood	Publicly owned	1
City of Prosser	Prosser	Publicly owned	1
Clallam Transit	Port Angeles	Publicly owned	1
Spokane County	Spokane	Publicly owned	3

* Estimated

- (a) Agency board has approved purchase of five additional vans.
- (b) Agency board has approved purchase of six additional vans.
- (c) Agency board has approved purchase of ten additional vans.

The WSDOT Marine Division offers a vanpool reduced fare incentive for privately-owned commuter vanpools which are certified as such by a WSDOT approved public ridesharing organization. This permit, which is valid for a three-month period, may be purchased for a \$10 fee. The hours are selectable by the purchaser but must designate two periods of each day not to exceed two hours per period. The permit purchased allows passage of the vehicle only during the valid periods. All riders in the van, including the driver, must pay the appropriate walk-on rate. There is no charge for the vehicle. Seven to 15 passenger vans are eligible for the program.

Should there be guaranteed loading lanes available, all registered vanpools displaying a valid permit are allowed use of any special access and/or reserve use of diamond lane storage.

AIRPORTERS

Airporter service is a specialized form of passenger and express transportation. Like certified bus services, airporters are regulated by the Utilities and Transportation Commission, and are subject to the same rules. Airporter service originated as a response to the demand for service to the major metropolitan airports in the state.

There are eight certificated airporter operations in the state, and all but two serve the Sea-Tac Airport. Limousine Lines and Campus Link provide service to the Spokane Airport. Capital Aeroporter has plans to serve the Olympia Airport in Thurston County. The accompanying tables provide further information about the location and operation of airporter services. (See Tables 10 and 11.)

Service in Western Washington to the Sea-Tac Airport is available from Chehalis, Centralia, Shelton, Olympia, Tacoma, Bremerton, Port Townsend, Seattle, and Everett. While traditionally designed for service to and from airports, airporters have expanded their activities into other areas. Suburban Airporter currently has two contracts with Metro for fixed-route service in low density population areas in King County. Interest in providing transportation services to the elderly and in ridesharing programs has been increasing. Most of the airporter companies are also certificated to provide charter services.

Table 10
Washington State
Airporter Statistics
1982

System	Operating Revenue	Operating Expenses	No. of Veh	Ridership	Mileage
Capital Airporter	\$ 256,382	\$ 259,168	8	14,871	324,936
Bremerton-Kitsap Airporter	220,993	204,349	N/A	16,356	402,967
Everett Airporter	296,568	303,375	N/A	37,569	628,249
Koco, Inc * (Tacoma)	271,988	341,230	N/A	36,608	538,977
Limousine Lines * (Spokane)	77,019	82,914	N/A	27,566	86,954
Hustle Bus * (Western Tours)	1,538,118	1,433,901	20	375,426	527,157
Suburban Airporter*	873,716	898,700	16	100,962	673,037
Campus Link	51,376	56,992	3	2,260	90,720
Total	\$3,586,160	\$ 3,580,629	N/A	611,618	3,272,997

* Includes figures for airporter, sightseeing, & charter services

TAXIS

Taxi operations are the most commonly found types of transportation services in local communities. As of August 1984, 504 taxi companies were licensed with the Department of Licensing, and could be found in 30 of the state's 39 counties. Fifty-seven percent of the cab companies, and 57 percent of the cab vehicles can be found in King County. (See Table 11.)

While taxi companies are licensed and regulated by the Department of Licensing, no records are available as to ridership and cost figures for the cab industry in the state.

In many communities, taxi service is provided by persons seeking secondary sources of income. In the larger communities, the taxi fleets are quite large. Most cab drivers see themselves as independent entrepreneurs, though

Table 11
Washington State
Airporter & Taxi Transportation 1984

County	Airporter	Vehicles	Taxi	Vehicles
Adams	0	0	0	0
Asotin	0	0	0	0
Benton	0	0	4	7
Chelan	0	0	5	12
Clallam	0	0	2	6
Clark	0	0	3	14
Columbia	0	0	1	1
Cowlitz	0	0	10	12
Douglas	0	0	0	0
Ferry	0	0	0	0
Franklin	0	0	1	3
Garfield	0	0	0	0
Grant	0	0	3	9
Grays Harbor	0	0	3	8
Island	0	0	4	8
Jefferson	0	0	4	4
King	2	36	290	727
Kitsap	1	N/A	9	17
Kittitas	0	0	3	4
Klickitat	0	0	1	1
Lewis	0	0	1	3
Lincoln	0	0	0	0
Mason	0	0	2	2
Okanogan	0	0	7	8
Pacific	0	0	0	0
Pend Oreille	0	0	1	1
Pierce	1	N/A	33	158
San Juan	0	0	1	1
Skagit	0	0	7	8
Skamania	0	0	0	0
Snohomish	1	N/A	26	71
Spokane	1	N/A	64	134
Stevens	0	0	1	2
Thurston	1	8	2	6
Wahkiakum	0	0	0	0
Walla Walla	0	0	3	5
Whatcom	0	0	6	15
Whitman	0	0	1	2
Yakima	0	0	7	24
Total	7	N/A	504	1,273

they may form affiliations with others to share telephone and dispatching services.

The type and quality of service may vary considerably from company to company. Some drivers have first aid, defensive driving, and other training, while others may not. Vehicles vary significantly in condition and age.

Taxi service has traditionally been exclusive-ride, door-to-door transportation. Some cab companies are beginning to change, and shared-ride services have been developed in Seattle, Yakima, and Vancouver. Some taxi operators have begun to upgrade their equipment by acquiring vans for multi-uses like vanpooling, shared-ride services and elderly and handicapped programs.

SOCIAL SERVICE TRANSPORTATION

Today's society places a high premium on personal independence; and the realization of independence is tied directly to an individual's ability to travel as needed to accomplish necessary day-to-day tasks within the community. Communities have been growing and spreading. The distances between activity centers and services have been increasing, thereby placing stress on an individual's ability to meet his or her own needs. For most persons, the private automobile provides the necessary freedom and opportunity to function within their living environments. In some communities, public and private transportation providers are also available, thereby giving residents a variety of options.

Personal mobility is often taken for granted, but many members of the community are faced with special problems that so limit their transportation options that their ability to operate independently in the community is seriously threatened. Older people, individuals with physical and mental handicaps, and persons with low incomes are often confronted by travel barriers with which they are unable to cope. Others included in this group are children with characteristics different than noted but results that are the same. These are the transportation disadvantaged, the elderly, the handicapped, and the young.

In 1983 the estimated population of Washington State was 4,285,100 people.^{1/} Of that total, an estimated 299,857 suffer physical or mental difficulties that restrict their ability to travel^{2/}, and an estimated 663,559 individuals were 60 years or older as per the Washington State Data Book 1983.

Many of the transportation disadvantaged cannot drive a car because their reflexes are not reliable, they cannot physically operate a vehicle, or they cannot afford to own a vehicle. Such individuals must resort to imposing their needs on friends and family, paying high fares for private transportation services, relying upon social service agencies for travel, or they do not make the trip at all. For many, the inability to travel within the community may result in institutionalization, because they are unable to see to their own needs. Institutionalization includes nursing homes, group homes, and other such supervised living arrangements which could result in a loss of self-esteem and personal motivation, and the uprooting that occurs could mean the loss of homes and friends. Most social programs are oriented toward "mainstreaming" the individual; keeping the individual in the community as a vital, productive member. Transportation services are becoming an increasingly important element of this process. Specialized transportation in the form of dial-a-ride, door to door service is necessary.

Inventory

Travel for the transportation disadvantaged in some areas of Washington is still provided by a variety of social service organizations, each focused on a specific client group. These areas are found in nearly all corners of the state, in both the rural and urban places. The wide variety of funding sources, from state agencies to community service groups, such as churches and service clubs, make it difficult to estimate the size and number of programs. An unknown number of local organizations such as United Way, Kiwanis, and local governments have provided an unknown amount of additional resources.

The reporting procedures used by the various programs vary to such an extent that it is impossible to present an overall picture of all the services provided in Washington. The data reported by the Urban Mass Transportation Administration's Section 16(b)(2) Program recipients is complete enough to serve as a sample. Map 2 displays the location of 16(b)(2) recipients in the State and the total number of vehicles operated. Table 12 represents service data for 1983. Travel patterns vary from region to region and also as a result of the type of service provided.

Service Types

The transportation services that are provided are determined chiefly by the orientation of the overall program. See Table 12 for a description of 16(b)2 operators. Map 2 depicts the locations of all of the 16(b)2 vehicles in the state. Sheltered workshops and developmental centers are concerned with getting their clients from their residence to the program and back again. Trips for other purposes such as medical or shopping are incidental. Peak periods for demand occur in the morning and late afternoon. Senior center activities are more social in nature, and focused around the lunch hour. Trips to the doctor and for shopping are much more prevalent, as are trips to visit friends and relatives.

Trips supporting sheltered workshops and developmental centers are almost always fixed-routes; the client group is constant and the order of pick-up varies infrequently. Service is door-to-door, however, and more closely resembles subscription service.

Trips supporting senior centers closely resemble dial-a-ride services, except that arrangements for trips are usually made at least 24 hours in advance. Clients, within a service area, are picked up at their residence (or elsewhere) and taken to their desired destination (usually the senior center or a shopping site). Group rides are encouraged and often prearranged. When not so arranged, the vehicle will often divert to pick up several passengers with common origins and destinations.

Both types of programs also provide prescheduled field trips for groups to visit such things as museums, ball games, or campgrounds. These trips are often local, but some are for greater distances.

Coordinated Services

Since the early 1970's the price and availability of gasoline have been a major factor affecting the ability of individuals to travel. In 1979 some areas of the state suffered acute supply shortages, and the price of gasoline went over \$1.00 per gallon. Since 1980 the availability and price of gasoline have stabilized. It is clear that should the availability of gasoline decline drastically and the price of gasoline climb significantly, even able-bodied individuals would become transportation disadvantaged. While slight changes do not significantly affect the average individual, many of the transportation disadvantaged are significantly affected, as their transportation alternatives are further reduced.

Social service agencies attempting to provide transportation to the disadvantaged are caught in a bind. As politicians and the public become more fiscally conservative, funding for services becomes more difficult to obtain. At the same time, inflation and increased gasoline prices are driving operating costs increasingly higher. Social service transportation programs have begun looking for ways to stretch their limited resources. New initiatives have been started to coordinate transportation services amongst social service programs, and with public transit where possible. For example, a sheltered workshop might use a vehicle to transport their clients in the morning and evening, and a senior center might use the same vehicle during the rest of the day. This form of coordination reduces the number of vehicles required to provide both services.

In Tacoma, Seattle, Vancouver, Bremerton, Everett, Yakima, Tri-Cities, Spokane, Olympia, Bellingham, Walla Walla and Snohomish County, the local transit operators give resource support to provide specialized transportation services. In Whatcom, Skagit, Snohomish, King, Pierce, Clark, Chelan, Douglas, Grant, Yakima, Spokane, Benton, and Franklin Counties, coordinated systems have begun or expanded.

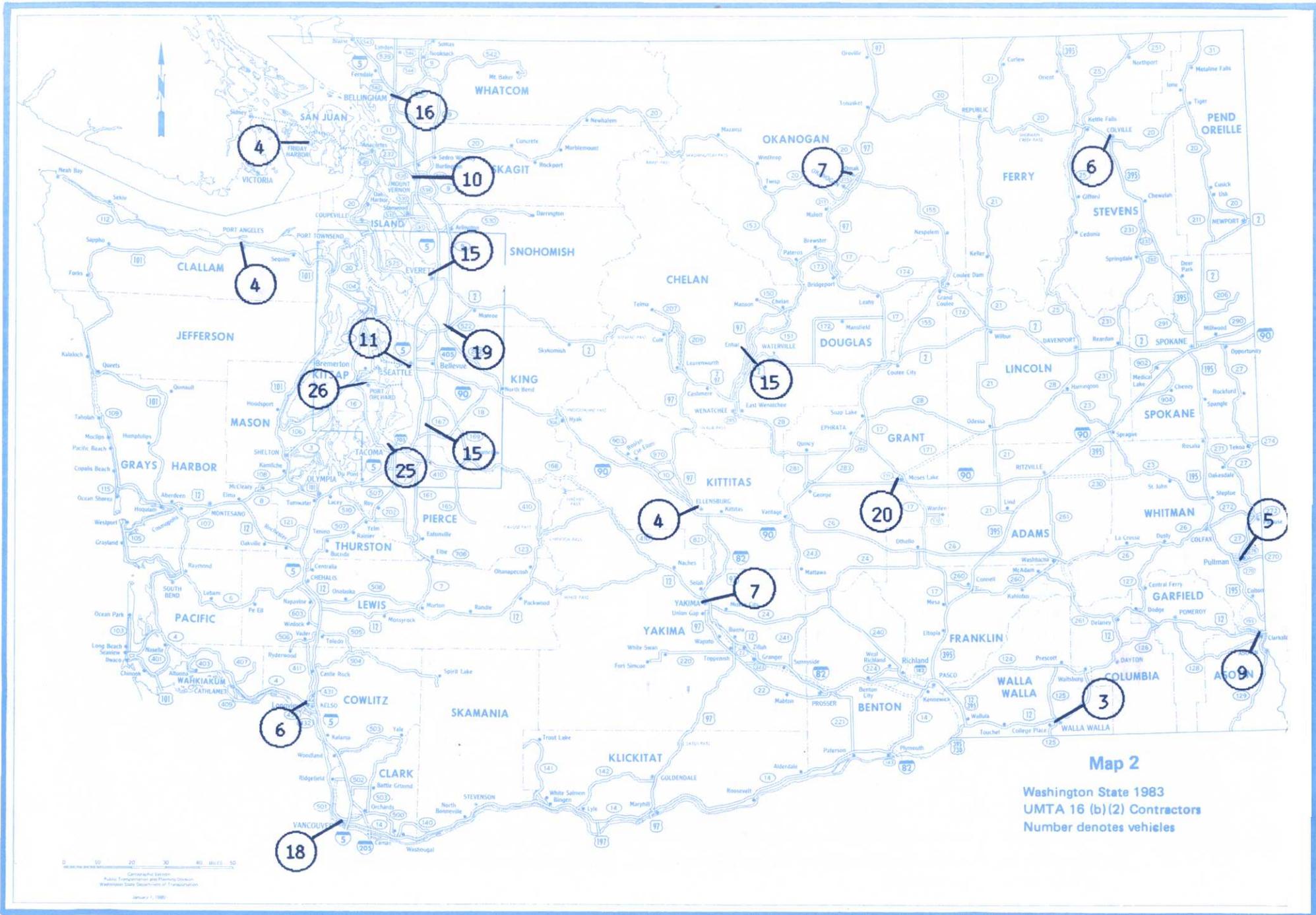
Table 12
Washington State UMTA 16(b) (2) Program
Recipient Summary - 1983

	Service Type (a)	Vehicles (b)	Disabled Trips (c)	Elderly Trips (c)	Non-Ambulatory Trips	Vehicle Miles
American Red Cross-Tacoma/Pierce Co.	A	25	5,097	90,565	1,433	339,545
Banana Belt	A	9	16,463	19,879	2,802	82,748
Camwood Senior Center	A	1	0	84	0	1,309
Chelan-Douglas COA	C	15	30,557	46,268	12,222	172,242
Custom Industries	B	2	4,743	105	468	17,032
Diversified Industries	B	4	9,741	695	0	33,279
E.O.C. of Clark County	C	18	10,345	37,077	32,475	326,441
Grant County Seniors	C	19	28,288	51,209	715	269,902
Kitsap Pen. Housing & Transp. Assoc.	C	24	63,435	48,185	4,350	465,494
Kittitas Co. Dev. Center	B	4	13,042	0	1,079	30,591
Lower Columbia CAC	C	2	6,268	8,079	921	33,975
NE King Co. Multi-Service Center	C	16	34,702	38,482	5,442	345,135
NE Washington Rural Resources	A	6	10,268	26,894	474	80,209
Okanogan Senior Citizens Assoc.	A	7	0	35,278	650	96,053
Olympic Pen. Enterprises	B	3	3,766	2,901	188	21,911
Palouse Industries	C	5	18,353	8,444	1,073	77,527
Peninsula Lodge	B	2	9,857	0	0	26,794
People For People	A	7	0	56,116	1,531	138,948
Seattle Ind. Health Board	C	2	1,851	738	472	25,861
Senior Serv. of Snohomish Co.	C	13	6,405	28,655	2,917	285,693
Senior Services, San Juan Co.	A	4	140	9,169	25	27,618
Skagit Council on Aging	C	10	14,442	14,746	1,300	105,558
Skills Train. Employ. Program	B	1	1,471	0	0	12,072
So. King Co. Multi-Serv. Center	C	15	20,564	38,946	3,157	259,904
UCP King/Snohomish Counties	B	9	49,678	0	39,204	103,646
Volunteers of America	A	1	0	63	0	88
Walla Walla Senior Citizens Ctr.	C	3	5,496	14,766	1,643	47,841
Whatcom County COA	C	16	38,533	96,090	10,813	212,511
WISER Institute	B	1	1,063	510	27	11,802
Total		244	303,729	474,586	107,224	2,540,277

(a) A for senior, B for developmental centers and sheltered workshops, and C for coordinated systems

(b) Some vehicles were not operational for the entire reporting period, includes all vehicles operated by nonprofit organizations.

(c) One-way trips



Service Problems

The major problem confronting transportation providers continues to be a lack of adequate funding. Escalating costs persist in an environment of limited fiscal resources.

Transportation continues to be regarded as a secondary problem, not the principal mission of most social service agencies, although transportation agencies have been formed whose sole purpose is transportation. Many of the social service agencies do not accept the fact that they are the only providers of transportation available to their clients. Funding is subject to program priorities, and is often unpredictable. Planning and programming for transportation providers is very difficult without adequate and stable funding sources. With the formation of Public Transportation Benefit Areas (PTBA), a stable funding source has emerged to assist many social service transportation systems to stabilize their programs. Funding support from PTBA's does not have the categorical restrictions that program oriented systems normally have. With fewer restrictions, the handicapped are finding more options for transportation services. The definition of handicapped, however, does not include the low income (i.e.; headstart clients), victims of violence (i.e.; battered women and children), or other social program clients not meeting the handicapped definition. Legislative relief would be required to include these other groups in the private, non-profit transportation category, to enable further coordination efforts.

Categorical barriers to the use of funds continues to make coordination activities difficult. Despite a U.S. General Accounting Office Report that identified 114 federal programs with transportation funds and few explicit statutory restrictions,^{3/} categorical restrictions for funding continues to appear at the local level. The problem appears to be one of accountability; an agency providing 80 percent of the transportation funding base, requires the transportation program to provide 80 percent of its service to the agency's designated clients. The WSDOT continues to work with other federal, state, and local agencies to alleviate this problem.

The WSDOT provides technical assistance to many local programs, coordinates workshops, and sponsors a statewide transportation conference to promote a better understanding of transportation operations.

Three bills have passed the legislature that either eased operating restrictions or expenses for specialized transportation programs. In 1979 Substitute House Bill 96 eased the operating restrictions placed on these programs by the Washington Utilities and Transportation Commission (WUTC). This law created a new category, private nonprofit transportation provider, for the WUTC to administer; eliminated service area restrictions; and defined liability insurance categories to make obtaining insurance easier and less expensive. This law also changed the definition of ride-sharing to include elderly and handicapped being transported by a public social service agency or a private nonprofit transportation provider.

In 1980 House Bill 1508 eased some expenses for the providers by eliminating the sales tax, use tax, and motor vehicle excise tax on vehicles of more than 7 passengers and not exceeding 15 passengers when being used for vanpooling, or for social service transportation.

In 1983 Substitute House Bill 539 was passed. This bill entitles private nonprofit organizations, who provide transportation to the elderly and handicapped, to receive a refund of the state motor vehicle fuel tax. This pertains only to those agencies that have an operating certificate issued by the WUTC.

Summary

Funding restrictions continue to be the principal damper on the development of transportation services for the disadvantaged. The continual ridership gains shown by the UMTA Section 16(b)(2) Program reflect the growth of specialized transportation services statewide. Expertise and experience continue to increase, resulting in improved transportation services. Energy concerns have sensitized the public to the need for improved transportation services, and as this momentum increases, transportation services for the disadvantaged should also improve.

References

1) Office of Financial Management, official 1983 estimate of Washington State population.

2) "A Focus on Rehabilitation in Oregon," prepared by the Governor's Planning Committee on Vocational Rehabilitation, December 1968. This study found that approximately 38 percent of the population had some disability and that about 7 percent had a disability that affected their ability to travel.

3) "Hindrances to Coordinating Transportation of People Participating in Federally Funded Grant Programs Vol. 1, "U.S. General Accounting Office, October 17, 1977."

PUPIL TRANSPORTATION

The largest transportation program in the state is the school bus system. Operated by local school districts, pupil transportation is coordinated through the Office of the Superintendent of Public Instruction.

During the school year 1983-84, an estimated 375,000 school children received 135,000,000 rides. Service was provided with 4,560 buses traveling over 58,000,000 miles. For 1983-84, pupil transportation cost local districts an estimated \$94,900,000. The accompanying table provides a breakdown of these figures by county. (See Table 13.)

Legislation prohibiting bus service to students within two miles of school, and increasing costs, have led communities to rely more heavily on local transit operations. Pierce Transit had provided contract transportation service for the Tacoma School District for years. Currently, however, the Tacoma School District has selected a private company which specializes in school children transportation to transport their children. Some school children continue to use Pierce Transit to travel to and from school, however, they are using the regular fixed route buses to do so.

Many of the transit systems are providing some form of transportation for school children either with special service or as incidental service on their fixed routes. Following are examples of what the transit systems are doing in the school transportation area to serve local schools.

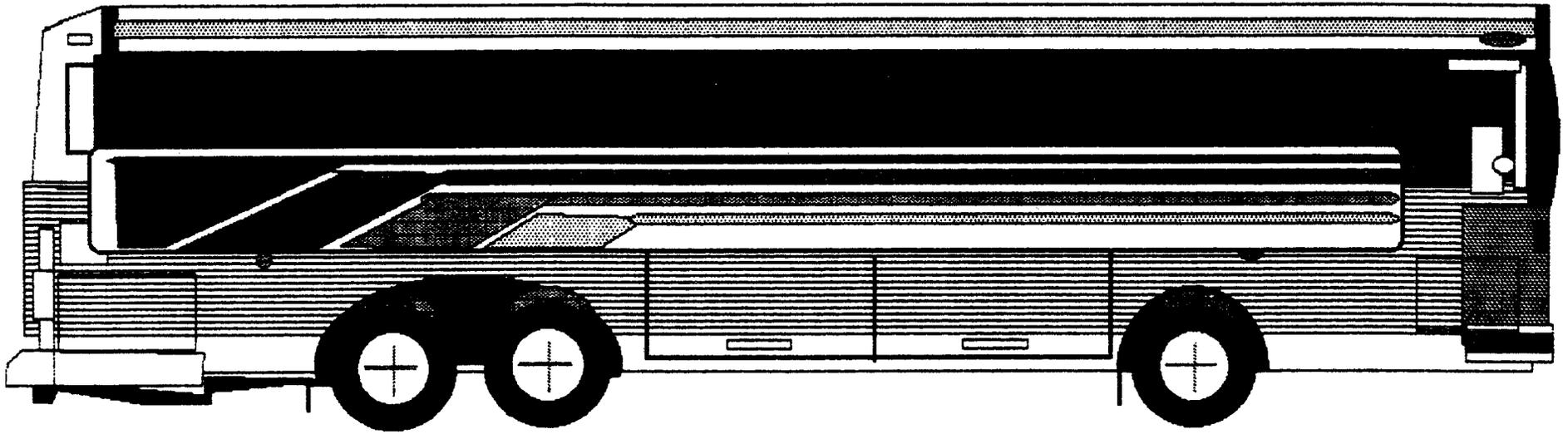
In Pullman, 300 monthly passes are sold to the local school district. This arrangement saved the school district approximately \$8,000 during the 1983-84 school year. In Thurston County, the Intercity Transit System has contracted with the Olympia School District for the 1983-84 school year. The transit system sells about 400 monthly passes to the school district which makes them available in selected neighborhoods. Because the passes are good anytime, an additional demand from non-participating students has surfaced. Savings for the school district are estimated to be 40-50 percent in operating costs, and the school bus fleet could be reduced by two buses. Students appear to be well behaved, due to the presence of adults on the bus, and a training program provided by Intercity Transit staff.

METRO is another system involved with pupil transportation, but under somewhat different circumstances. The Seattle School District has implemented a busing program to obtain racial balance in its schools, and has contracted with METRO for the bus service. The school district has agreed to pay METRO \$.60 per student, and has guaranteed 50 riders per run. METRO provides 130 runs, and carries about 9,400 students per day. The school district pays METRO about \$1,400,000 per year, and also provides some supervisors on the buses. The school district saves up to 30 percent through this contract. METRO recovers 100 percent of its operating costs for the service. The service is also available to the public, and the district continues to provide regular school bus service, in addition to the special busing program. The school district also purchases about 1,000 monthly student passes which are distributed to selected students and are used on regular transit routes.

Table 13
Washington State Pupil Transportation 1983-1984

County	Students Transported	Rides	Miles	Buses	Expenses	Number of School Districts
Adams	1,647	592,920	567,792	41	\$ 610,498	5
Asotin	1,291	464,760	159,712	15	251,334	2
Benton	8,197	2,950,920	1,303,581	110	1,838,936	6
Chelan	2,548	917,280	630,258	37	766,677	7
Clallam	5,468	1,968,480	808,410	59	1,105,943	5
Clark	25,573	9,206,280	2,861,330	295	5,180,877	9
Columbia	216	77,760	136,292	9	129,723	2
Cowlitz	7,357	2,648,520	1,211,092	99	2,396,172	7
Douglas	2,157	776,520	440,043	32	440,614	6
Ferry	829	298,440	219,784	19	284,130	6
Franklin	3,724	1,340,640	915,903	63	1,024,519	4
Garfield	192	69,120	137,846	7	93,829	1
Grant	6,172	2,221,920	1,441,552	89	1,606,944	10
Grays Harbor	5,864	2,111,040	938,346	89	1,610,761	13
Island	4,478	1,612,080	584,983	47	845,748	3
Jefferson	1,299	467,640	306,561	27	422,621	5
King	94,127	33,885,720	15,379,874	1,120	29,184,321	20
Kitsap	18,338	6,601,680	2,007,900	145	3,210,900	5
Kittitas	2,380	856,800	467,149	43	568,817	6
Klickitat	1,744	627,840	435,340	38	519,405	10
Lewis	7,651	2,754,360	1,080,612	110	1,793,314	14
Lincoln	1,070	385,200	620,982	45	667,962	8
Mason	4,190	1,508,400	619,370	49	963,658	7
Okanogan	3,912	1,408,320	768,676	61	892,765	8
Pacific	2,197	790,920	377,726	39	538,573	6
Pend Oreille	1,282	461,520	343,784	24	335,823	3
Pierce	44,102	15,876,720	5,136,866	452	10,438,552	15
San Juan	613	220,680	100,977	9	135,468	4
Skagit	6,613	2,380,680	1,479,439	76	1,791,837	7
Skamania	775	279,000	172,640	12	321,579	4
Snohomish	32,996	11,878,560	4,893,140	373	8,161,188	14
Spokane	25,067	9,024,120	3,998,689	294	5,849,635	14
Stevens	3,814	1,373,040	792,860	68	914,825	12
Thurston	16,363	5,890,680	2,131,137	175	3,408,821	8
Wahkiakum	392	141,120	88,975	7	97,370	1
Walla Walla	2,574	926,640	596,096	41	628,895	7
Whatcom	11,011	3,963,960	1,494,628	112	2,156,415	7
Whitman	2,362	850,320	839,286	75	875,332	13
Yakima	14,411	5,187,960	1,655,182	154	2,798,028	15
Total	374,996	134,998,560	58,144,813	4,560	\$ 94,862,268	299

Intercity Bus



INTERCITY BUS TRANSPORTATION

The intercity bus industry is an outgrowth of the development of the automobile. As road building activity increased local bus firms expanded operations to provide intercity service. This resulted in growth in the number of local and regional firms. Merger activity in the 1920's led to the creation in 1926 of Greyhound Lines, Inc. and in 1936 the Trailways System. These mergers brought smaller carriers into the national system.

General growth and prosperity of the industry has in recent years been dimmed by a shrinking of passenger demand. Recent fuel shortages and cost increases in automobile purchasing and operations have refueled a move to increased passenger use though still far behind capacity. Charter and package express service continues to grow and these areas have been profitable for the companies. The major competition for intercity riders comes from the automobile with Amtrak and air carriers in a few areas offering lesser challenges.

Intercity bus passengers tend to be drawn from low income and non-professional occupations. The relatively young and old students, military personnel and retirees are heavy users. A high proportion of the trips taken are non-business oriented and for relatively short distances. The majority of those using the systems are traveling on personal and family matters.

The passenger auto transportation companies are regulated as to intrastate operations, by the Washington Utilities and Transportation Commission (WUTC). Interstate carriers are regulated by the Federal Trade Commission and may operate on routes that are interstate in nature but providing intrastate service without WUTC regulation. The WUTC has divided the carriers into the following three classes:

- Class I Carriers having average gross operating revenue (including interstate and intrastate) of \$200,000 or over annually from passenger motor carrier operations.
- Class II Carriers having average gross operating revenue (including interstate and intrastate) of \$50,000 or more, but under \$200,000 annually from passenger operations.
- Class III Carriers having average gross operating revenue (including interstate and intrastate) of less than \$50,000 annually, from passenger motor carrier operations.

Categorizing firms by gross revenues allows operators near the break points to float between classifications. The number of carriers operating in Washington by Class in recent years were:

	<u>1979</u>	<u>1980</u>	<u>1981</u>	<u>1982</u>	<u>1983</u>
Class I	7	7	4	4	4
Class II	5	6	6	6	5
Class III	5	7	8	8	5

When looking at aggregate data for Class I carriers the total figures are dominated by Greyhound and Trailways Lines, Inc. due to their extensive operations. The other firms do not operate over such wide areas.

A statewide summary of intercity passenger operations is shown in Table 14. Subsequent pages supply more detailed information about each individual carrier operating in Washington State.

Table 14
Washington State
Intercity Bus Transportation
Summary By Class 1982-1983

	1982				1983			
	Greyhound Lines & Trailways, Inc.	I	II	III	Greyhound Lines & Trailways, Inc.	I	II	III
Revenue	\$ 443,928,704	\$ 2,703,689	\$ 3,555,111	\$ 568,875	\$ 754,367,876	N/A	\$ 3,395,845	\$ 607,648
Expenses	\$ 407,089,574	\$ 2,592,595	\$ 3,722,397	\$ 620,268	\$ 713,021,275		\$ 3,601,905	\$ 650,007
No. Buses	2,172	29	26	N/A	4,013		9	N/A
No. Revenue Passengers	23,270,323	20,145	198,998	90,264	39,597,012		135,025	77,228
Bus - Miles	194,151,264	173,678	1,249,388	873,335	297,189,881		1,106,074	1,024,569
Passenger/Mile	0.12	0.12	0.16	0.10	0.13		0.12	0.08
Revenue/Passenger	\$ 19.08	\$ 134.21	\$ 17.87	\$ 6.30	\$ 19.05		\$ 25.15	\$ 7.87
Expense/Passenger	\$ 17.49	\$ 128.70	\$ 18.71	\$ 6.87	\$ 18.01		\$ 26.68	\$ 8.42
Miles/Passenger	8.34	8.62	6.28	9.68	7.51		8.19	13.27
Total No. of Companies		3	5	7			5	7
		(Inc. GR&TWI)						

Lists only companies involved in Intercity Passenger Operation, defined as fixed route, regularly scheduled service available to the general public. Does not include airporter or charter only service providers.

1/ Data for Greyhound Lines and Trailways, Inc. are for the total Western Section of the U.S.A.

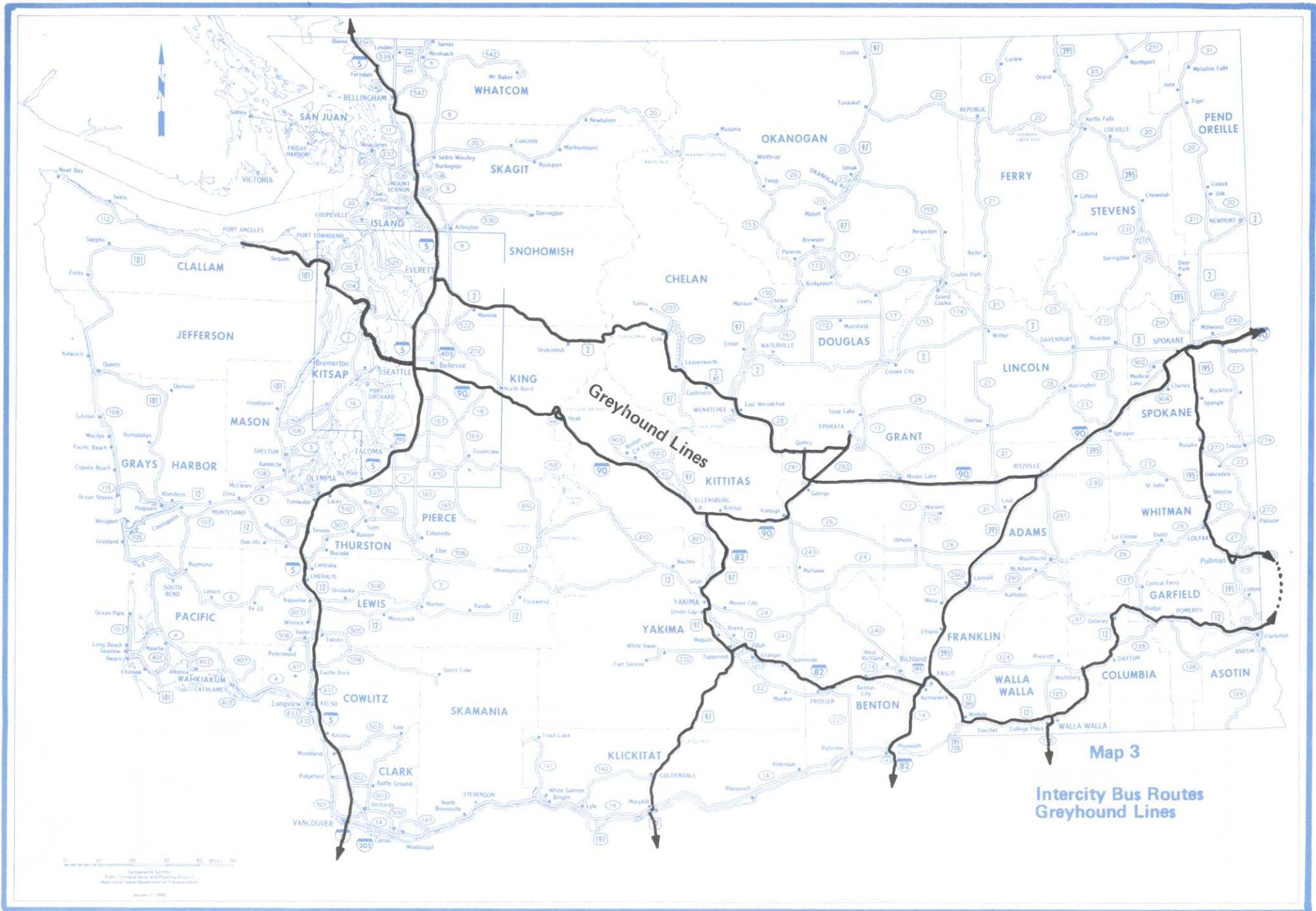
Greyhound Lines, Inc.
 Eighth Avenue and Stewart Street
 Seattle, Washington 98101
 (206) 624-3456
 District Manager: Ed Barnhart

Greyhound Lines, which began business in 1926, is recognized around the country as the nation's largest intercity bus service provider. Greyhound has abandoned service on four routes in Washington. These four abandoned routes are as follows:

- Spokane to Davenport on SR 2 and continuing to Ephrata on SR 28.
- Pullman to Rosalia on SR 27 and SR 271.
- Vancouver Washington to Maryhill on SR 14.
- Centralia to Tenino on SR 507

Greyhound lines offers the full complement of services: scheduled intercity, package express, charter, and tour packages also are available. Various intercity passenger fare options are offered, such as unlimited use of the system for a given period of time for a set fare and special senior citizen rates. See Map 3 for service area.

	1979	1980	1981	1982	1983
GREYHOUND LINES, INC.					
Total Operating Revenue	\$ 321,676,953	\$ 383,628,719	\$ 409,107,087	\$ 393,375,851	\$ 702,303,440
Total Expenses	\$ 301,791,947	\$ 360,308,293	\$ 353,987,516	\$ 356,610,310	\$ 662,062,660
No. of Buses	1,785	1,994	1,918	1,895	3,753
Tot Revenue Passengers Carried	29,254,331	31,017,660	22,202,896	21,041,690	37,368,030
Vehicle Miles Operated	200,021,753	211,045,679	178,455,357	169,515,728	273,514,489
Passengers/Mile Traveled	.15	.15	.12	.12	.14
Revenue/passenger	\$ 11.00	\$ 12.37	\$ 18.43	\$ 18.70	\$ 18.79
Expenses/passenger	\$ 10.32	\$ 11.62	\$ 15.94	\$ 16.95	\$ 17.72



Trailway Lines, Inc.
 1936 Westlake Avenue
 Seattle, Washington 98101
 (206) 624-5955

Empire Lines Inc.
 P.O. Box 2205
 Room 3 - 1125 West Sprague
 Spokane, Washington 99210
 (509) 624-4116

Since its inception in 1936 Trailways has been one of America's largest intercity bus service providers. Trailways offers a variety of passenger fare packages, i.e., senior citizen rates and travel passes. Full complement of services, scheduled passenger, package express, tour and charter services are available. See Map 4 for service area.

Empire Lines Inc. began business in 1956. Warner Rosenquist is the owner. The company employs approximately 40 persons. Scheduled passenger, package express, tour and charter service is available. See Map 4 for service area.

	1979	1980	1981	1982	1983
TRAILWAY LINES, INC.					
Total Operating Revenue	\$ 48,874,709	\$ 52,772,475	\$ 53,430,378	\$ 50,552,853	\$ 52,064,436
Total Expenses	\$ 46,765,933	\$ 51,553,626	\$ 50,010,785	\$ 50,479,264	\$ 50,958,615
No. of Buses	344	333	295	277	260
Tot Revenue Passengers Carried	3,120,471	2,908,513	2,360,423	2,228,633	2,228,982
Vehicle Miles Operated	33,306,921	32,189,493	26,051,734	24,635,536	23,675,392
Passengers/Mile Traveled	.09	.09	.09	.09	.09
Revenue/passenger	\$ 15.66	\$ 18.14	\$ 22.64	\$ 22.68	\$ 23.36
Expenses/passenger	\$ 14.99	\$ 17.73	\$ 21.19	\$ 22.65	\$ 22.86
EMPIRE LINES, INC.					
Total Operating Revenue	\$ 1,681,359	\$ 1,792,729	\$ 1,834,621	\$ 1,748,379	\$ 1,644,025
Total Expenses	\$ 1,654,222	\$ 1,753,039	\$ 1,696,133	\$ 1,748,152	\$ 1,769,108
No. of Buses	33	33	10	9	8
Total Revenue Passengers Carried	170,481	153,586	88,722	80,574	68,213
Vehicle Miles Operated	1,672,798	1,618,236	994,861	897,721	799,498
Passengers/Mile Traveled	.10	.10	.09	.09	.09
Revenue/passenger	\$ 9.86	\$ 11.67	\$ 20.68	\$ 21.70	\$ 24.10
Expenses/passenger	\$ 9.70	\$ 11.41	\$ 19.12	\$ 21.70	\$ 25.94

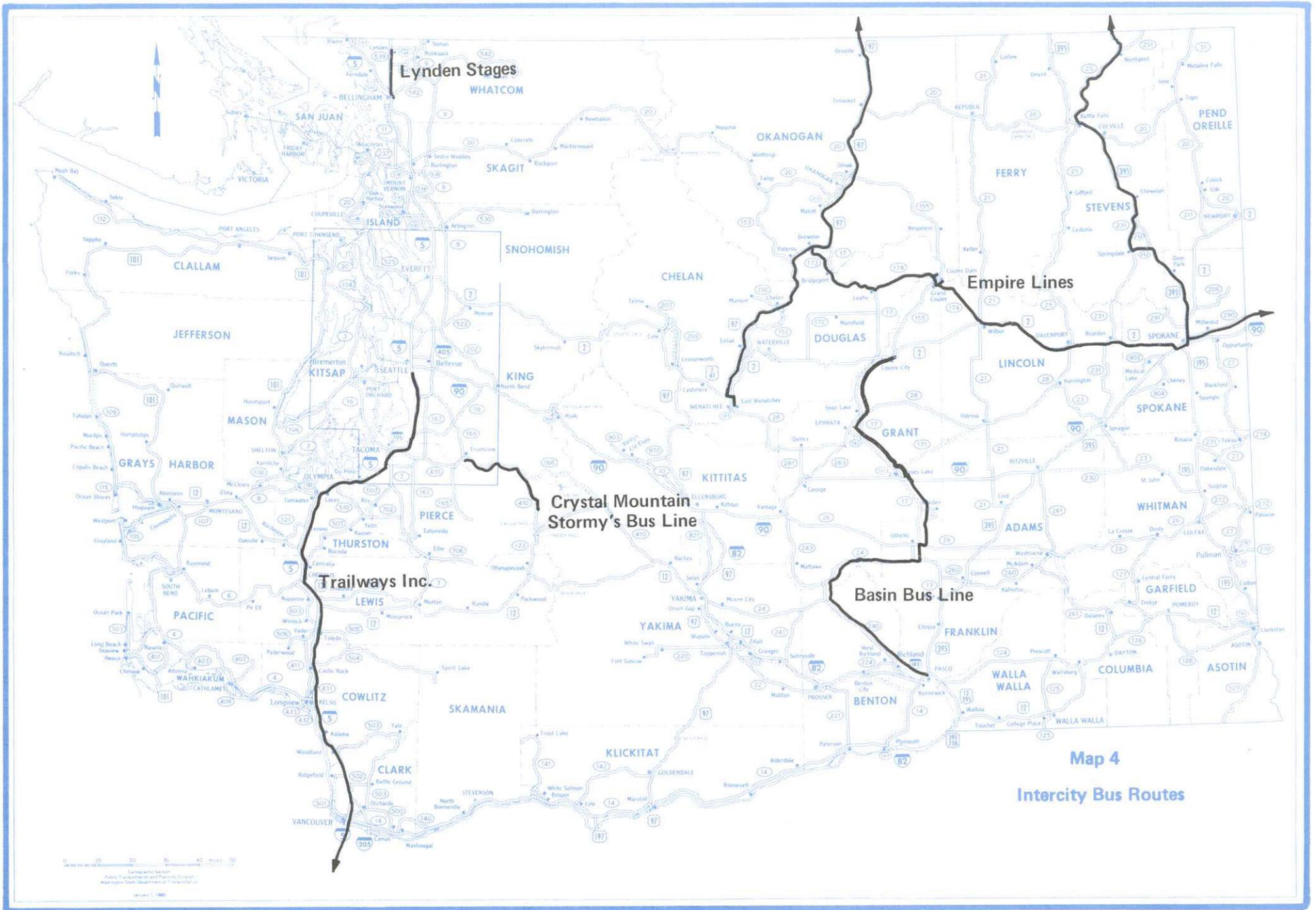
Stormy's Bus Line
 24518 S.E. Mudd Mountain Road
 Enumclaw, Washington 98022

Lynden Stages and Charter Lines, Inc.
 415½ Front Street #5
 Lynden, Washington 98264

Stormy's Bus Line is owned by Edwin V. Storm who purchased the company in December, 1981. The scheduled intercity route between Enumclaw and Crystal Mountain is most popular with skiers and those going to the resort area. See Map 4 for service area.

In September of 1982 Richard DeLores purchased Lynden Stages and Charter Lines, Inc. Approximately four people are employed by the lines. Passenger, package express, tour and charter services are available. See Map 4 for service area.

	1979	1980	1981	1982	1983
STORMY'S BUS LINE					
Total Operating Revenue	\$ 20,528	\$ 20,049	N/A	\$ 50,925	\$ 50,946
Total Expenses	\$ 43,567	\$ 55,637		\$ 43,223	\$ 39,676
No. of Buses	1	3		-	-
Total Revenue Passengers Carried	12,582	10,959		13,303	12,028
Vehicle Miles Operated	56,390	50,547		83,294	40,633
Passengers/Mile Traveled	.22	.22		.16	.30
Revenue/passenger	\$ 1.63	\$ 1.83		\$ 3.83	\$ 4.24
Expenses/passenger	\$ 3.46	\$ 5.08		\$ 3.25	\$ 3.30
LYNDEN STAGE AND CHARTER					
Total Operating Revenue	\$ 22,171	\$ 24,258	\$ 26,617	\$ 21,012	\$ 19,855
Total Expenses	\$ 18,350	\$ 27,528	\$ 24,484	\$ 21,792	\$ 23,400
No. of Buses	1	1	-	-	-
Total Revenue Passengers Carried	32,678	35,603	37,279	33,159	21,448
Vehicle Miles Operated	59,059	57,000	54,980	40,400	48,316
Passengers/Mile Traveled	.55	.63	.68	.82	.44
Revenue/passenger	\$.68	\$.68	\$.71	\$.63	\$.93
Expenses/passenger	\$.31	\$.77	\$.66	\$.66	\$ 1.09



Map 4

Intercity Bus Routes

Basin Bus Lines
 1728 W. Crouse
 Moses Lake, Washington 98836
 (509)765-7575

All Over Bus Co.
 112 South 14th
 Tacoma, Washington 98402
 (206)383-1557

Ray Flag is the owner of Basin Bus Line. The line employs approximately three people. Passenger and package express service is available. See Map 4 for service area.

Cole Oliver is the owner of Koco, Incorporated, the parent company for All Over Bus. The bus operation provides regular passenger and package service from Sea-Tac Airport to the Olympia area. The bus service has been in operation since 1983. See Map 5 for service area.

	1979	1980	1981	1982	
BASIN BUS LINES					
Total Operating Revenue					
Total Expenses			Data Not Available		
No. of Buses					
Total Revenue Passengers Carried					
Vehicle Miles Operated					
Passengers/Mile Traveled					
Revenue/passenger					
Expenses/passenger					
	1979	1980	1981	1982	1983
ALL OVER TRANSPORTATION CO.					
Total Operating Revenue			\$ 170,618	\$ 271,988	\$ 377,684
Total Expenses			\$ 191,903	\$ 341,230	\$ 417,185
No. of Buses			-	-	-
Total Revenue Passengers Carried			21,460	36,002	37,703
Vehicle Miles Operated			297,804	543,881	733,394
Passengers/Mile Traveled			.07	.07	.05
Revenue/passenger			\$ 7.95	\$ 7.55	\$ 10.02
Expenses/passenger			\$ 8.94	\$ 9.48	\$ 11.07

Evergreen Trailways
 720 South Forest Street
 Seattle, Washington 98134
 (206) 624-5077

Brown Lines
 416 First Avenue East
 Kalispell, Montana 59901
 (406) 755-4011

Evergreen Trailways, which began business in 1929 as Evergreen Trails, is owned by Holland America West Tours, Inc. Tom Tougas is the vice president/general manager of Evergreen Trailways. Evergreen Trailways employs approximately 60 persons. Package express, charter and tour services are available. See Map 5 for service area.

In 1977 Roy and Dale Duff purchased Brown Lines. Brown Lines employs approximately 12 persons. Passenger and package express service is available. See Map 5 for service area.

	1979	1980	1981	1982	1983
EVERGREEN TRAILWAYS					
Total Operating Revenue	\$ 1,496,651	\$ 2,085,498	\$ 2,576,106	\$ 2,703,689	N/A
Total Expenses	\$ 1,345,428	\$ 2,016,394	\$ 2,581,509	\$ 2,592,595	
No. of Buses	18	23	27	29	
Total Revenue Passengers Carried	137,281	137,862	30,063	20,145	
Vehicle Miles Operated	1,001,689	1,045,752	182,616	173,678	
Passengers/Mile Traveled	.14	.13	.16	.12	
Revenue/passenger	\$ 10.90	\$ 15.13	\$ 85.69	\$ 134.21	
Expenses/passenger	\$ 9.80	\$ 14.63	\$ 85.87	\$ 128.70	
BROWN LINES					
Total Operating Revenue	N/A	\$ 250,436	\$ 232,874	\$ 181,602	\$ 125,904
Total Expenses		\$ 306,396	\$ 277,908	\$ 167,691	\$ 130,453
No. of Buses		1	-	-	-
Total Revenue Passengers Carried		12,372	8,618	7,514	5,779
Vehicle Miles Operated		278,190	188,094	177,660	174,276
Passengers/Mile Traveled		.04	.05	.04	.03
Revenue/passenger		\$ 20.24	\$ 27.02	\$ 24.17	\$ 21.79
Expenses/passenger		\$ 24.77	\$ 32.25	\$ 22.32	\$ 22.57

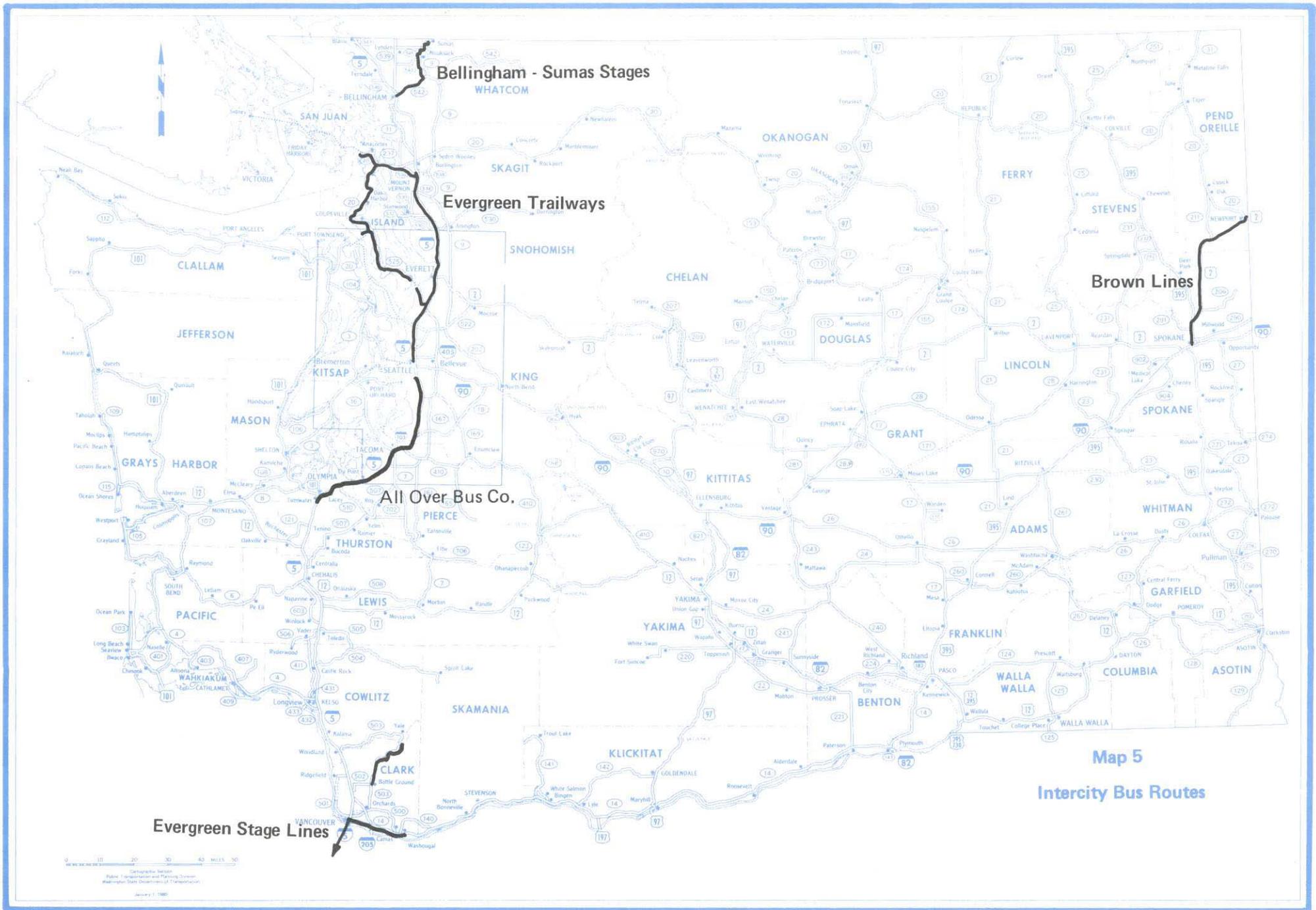
Evergreen Stage Line, Inc.
P.O. Box 17306
9038 North Denver
Portland, Oregon
(503)285-9845

Bellingham-Sumas Stages, Inc.
1268 Mt. Baker Hwy.
Bellingham, Washington 98225
(206)734-3570

Evergreen Stage Line began its operations in 1922. The owner (since 1961) is Vernon Trigg. Evergreen Stage Lines employs approximately 40 persons. Passenger, package express, charter and tour service is available. See Map 5 for service area.

The owners of Bellingham-Sumas Stages are J.D. George and Bill Hesslegrave. The company employs approximately ten people. Passenger, package express and charter service is available. See Map 5 for service area.

	1979	1980	1981	1982	1983
EVERGREEN STAGE LINES, INC.					
Total Operating Revenue	\$ 1,198,887	\$ 1,117,241	\$ 1,114,763	\$ 1,274,553	\$ 1,366,618
Total Expenses	\$ 1,124,804	\$ 1,559,566	\$ 1,373,405	\$ 1,475,036	\$ 1,587,651
No. of Buses	32	2	-	-	-
Total Revenue Passengers Carried	-	18,708	9,489	-	70,000
Vehicle Miles Operated	792,723	661,967	734,289	-	919,162
Passengers/Mile Traveled	-	.03	.01	-	-
Revenue/passenger	-	\$ 59.72	\$ 117.48	-	-
Expenses/passenger	-	\$ 83.36	\$ 144.74	-	-
	1979	1980	1981	1982	1983
BELLINGHAM-SUMAS STAGES, INC.					
Total Operating Revenue	\$ 256,510	\$ 425,082	\$ 385,441	\$ 429,221	N/A
Total Expenses	\$ 258,135	\$ 416,375	\$ 290,274	\$ 294,572	
No. of Buses	4	7	8	9	
Total Revenue Passengers Carried	43,471	45,531	3,062	2,079	
Vehicle Miles Operated	271,439	318,003	20,486	14,807	
Passengers/Mile Traveled	.16	.14	.15	.14	
Revenue/passenger	\$ 5.09	\$ 9.34	\$ 125.88	\$ 206.46	
Expenses/passenger	\$ 5.94	\$ 9.14	\$ 94.80	\$ 141.69	



Cascade Trailways (Bremerton-Tacoma Stages, Chinook Transportation Corp., Pacific National Lines, Tacoma Suburban Lines)
 119 South 9th Street
 Tacoma, Washington 98402
 (206) 383-4615

This umbrella corporation is headed by three principals: Paul Harmon (Pacific National Lines and Tacoma Suburban Lines), James Harmon (Chinook Lines), and Roger Peck (Bremerton-Tacoma Stages). Cascade Trailways and subsequent companies employ approximately 75 persons. Package express, tour and charter service are available. See Map 6 for service area.

	1979	1980	1981	1982	1983
CASCADE TRAILWAYS*					
Total Operating Revenue	\$ 1,962,187	\$ 1,448,661 ^{1/}	\$ 1,543,771 ^{2/}	\$ 1,377,511	\$ 1,751,820
Total Expenses	\$ 1,862,166	\$ 1,446,333	\$ 1,477,978	\$ 1,679,673	\$ 1,832,797
No. of Buses	38	31	9	8	1
Tot Revenue Passengers Carried	1,017,847	945,927	142,691	116,345	66,812
Vehicle Miles Operated	1,713,641	992,478	352,948	336,860	306,576
Passengers/Mile Traveled	0.59	0.95	0.40	0.35	0.22
Revenue/passenger	\$ 1.93	\$ 1.53	\$ 10.82	\$ 11.84	\$ 26.22
Expenses/passenger	\$ 1.83	\$ 1.53	\$ 10.36	\$ 14.44	\$ 27.43
* Cascade Trailways includes data for Bremerton-Tacoma Stages, Inc., Pacific National Lines, Chinook Transportation Corp., and Tacoma Suburban Lines, Inc.					
1/ Tacoma Suburban Lines, Inc. reported no data after 1979.					
2/ Chinook Transportation Corp. reported no data after 1981.					

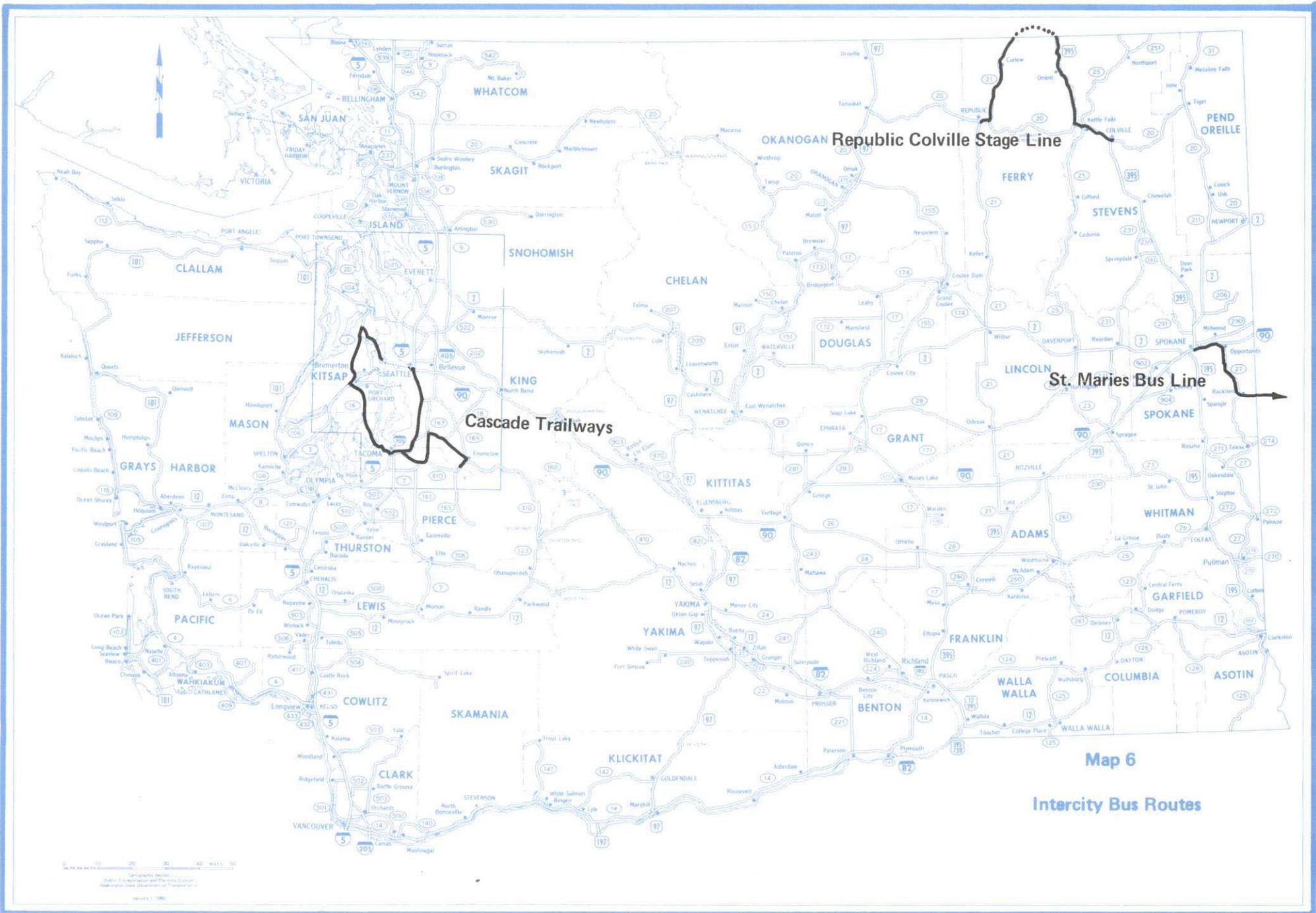
Republic-Colville Stage Line
P.O. Box 82
Nalo, Washington 99150

St. Marie's Bus Line
822 - 3rd Street
St Marie's, Idaho 83861
(208) 245-3808

Ray and Judy Thompson are the proud owners of Republic-Colville Stages since 1980. Republic-Colville Stages is one of Washington's older carriers having begun business in 1916. The company employs approximately four persons. Passenger and package express service is available. See Map 6 for service area.

St. Marie's Bus Lines is owned by Larry and Christie Hill. St. Marie's employs approximately five persons. Services provided by St. Marie's include scheduled passenger and package express services. See Map 6 for service area.

	1979	1980	1981	1982	1983
REPUBLIC-COLVILLE STAGE LINE					
Total Operating Revenue	\$ 12,999	\$ 31,723	\$ 31,616	\$ 32,993	\$ 33,463
Total Expenses	\$ 10,922	\$ 17,613	\$ 22,236	\$ 15,624	\$ 32,726
No. of Buses	1	1	-	-	-
Total Revenue Passengers Carried	746	-	-	-	-
Vehicle Miles Operated	41,482	-	-	-	-
Passengers/Mile Traveled	.02	-	-	-	-
Revenue/passenger	\$ 17.42	-	-	-	-
Expenses/passenger	\$ 14.64	-	-	-	-
	1979	1980	1981	1982	1983
ST. MARIE'S BUS LINE					
Total Operating Revenue	\$ 34,755	N/A	\$ 49,523	\$ 43,348	\$ 33,259
Total Expenses	\$ 33,026		\$ 58,931	\$ 46,332	\$ 39,293
No. of Buses	3		-	-	-
Total Revenue Passengers Carried	204		244	286	270
Vehicle Miles Operated	28,000		28,150	28,100	27,950
Passengers/Mile Traveled	.01		.01	.01	.01
Revenue/passenger	\$ 170.37		\$ 202.96	\$ 151.57	\$ 123.18
Expenses/passenger	\$ 161.89		\$ 241.52	\$ 162.00	\$ 145.53



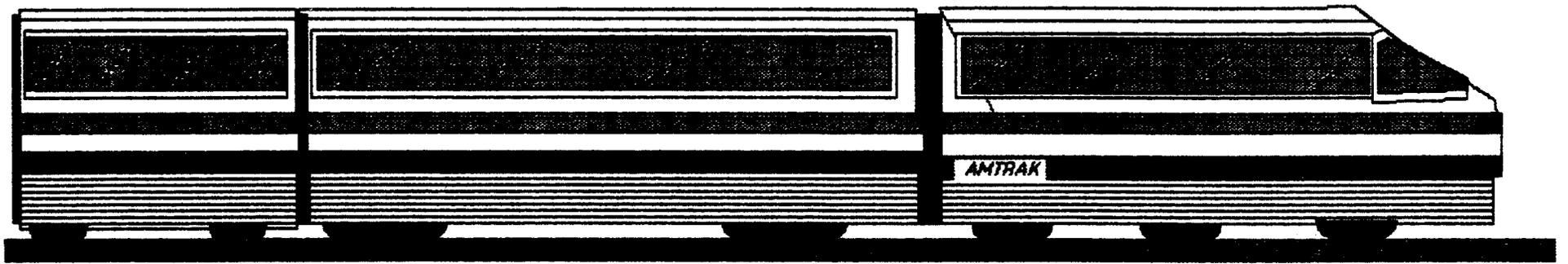
Map 6
Intercity Bus Routes

BUS COMPANY CHANGES

Since the date of publication of the preceding edition of this report in December of 1981, the number of intercity bus providers has been reduced. The development of local transit districts precipitated the purchase of a number of previous bus companies while other companies have simply gone out of business. The following is a synopsis of the aforementioned activities.

- Bremerton Suburban Transit/Bremerton Charleston Transportation Company: This operation was purchased by Kitsap Transit and local service is now provided by public transportation.
- Sky Valley Commuter has gone out of business.
- Washington Coast Lines: This companies fixed route service was purchased by Gray's Harbor Transportation Authority. Service is now provided by public transportation.
- North Coast Lines has gone out of business.
- Stevens Stage Lines: This operation was purchased by Jefferson Transportation Authority. Service is now provided by public transportation.
- Columbia Coachways Inc: No longer provides regularly scheduled intercity bus service.

Rail Transportation



RAIL TRANSPORTATION

AMTRAK

AMTRAK operates over 900 miles of Burlington Northern trackage in the state and provides service to 14 cities. Three statewide corridors provide daily service between Seattle and Portland; Seattle and Spokane, and Portland and Spokane. The routes and their 1983 annual ridership are:

Empire Builder (Chicago - Seattle - Portland)	447,097
Pioneer (Seattle - Portland - Salt Lake City)	160,191
Mount Rainier (Seattle - Portland)	65,430
Coast Starlight (Seattle - Los Angeles)	<u>493,533</u>
Total	1,166,251

The Empire Builder provides service from Seattle to Spokane and from Portland to Spokane where the service joins before continuing on to Chicago. AMTRAK rail lines and passenger stations are shown on Map 7.

SEA-TAC SATELLITE TRANSIT SYSTEM

The Satellite Transit System (STS) at Seattle-Tacoma International Airport is an all underground, automated people mover that connects the main passenger terminal area with remote satellite terminals. The system built by Westinghouse at a cost of \$15.4 million, began operations in 1973 as the first major underground transystem at an airport.

The STS configuration consists of a 3,700 foot-long South Loop connecting the main terminal with the South (international) Satellite, a 4,100 foot-long North Loop connecting the main terminal with the North Satellite, and a 1,100 foot-long shuttle line that connects the main station of the North and South Loops. The system is capable of operating 24 hours per day when traffic demands it. There are eight stations with twelve vehicles in the STS with an additional 12 on order.

Vehicles are electrically powered and ride on eight pneumatic rubber tires. All guidance, propulsion and braking systems are located beneath the floor. Capacity of each vehicle is 106 passengers; the vehicles traveled a total of 1,000 miles a week or a system average in 1980 of 630,000 miles. Electrical operating costs average 18 cents per hour per vehicle.

During 1983 the STS carried 12.1 million passengers including 10.1 ticketed airline passengers. Operating and maintenance expenses for 1983 are estimated to be \$1,017,300.

YAKIMA INTERURBAN TROLLEY LINES

The Yakima Visitors and Convention Bureau began this unique operation in 1975 as a project to observe the Nation's Bicentennial celebration and it has remained in operation as a non-profit tourist attraction. The city of Yakima operates the trolleys and handles financial transactions with scheduling and advertising assistance from the Convention Bureau.

The trolley line operates with two trolleys of 1906 vintage that were purchased in Portugal. The trolleys are identical to streetcars used on the old Yakima Interurban Lines from 1907 to 1929. The cars operate over 20 miles of electrified railroad used concurrently by the Yakima Valley Transportation Company and its parent organization the Union Pacific Railroad. The line covers scenic routes extending westerly as far as the communities of Gromore and Wiley City and northerly to Selah, as well as through parts of the city of Yakima. A total of 7,142 passengers were carried in 1983.

Yakima Interurban Trolley Lines operates from early spring until winter, with a schedule combining public rides and charters over 20 miles of trackage. Public rides cost \$3.00 with a \$1.50 charge for children (6-12) and senior citizens and are available Saturday mornings, Sunday

afternoons, and selected evenings and holidays. Charters are of about two hours duration and operate over four separate routes; a flat rate of \$125.00 is charged for the two-hour run. Revenues for 1983 amounted to \$25,305 against expenditures of \$20,756.

SEATTLE MONORAIL

The city of Seattle operates the nation's only full-scale urban monorail system over 1.2 miles of elevated guideway between downtown Seattle and the Seattle Center. The Monorail, built during the 1962 World's Fair at a cost of \$4.5 million, carried 2.2 million passengers in 1983. The system currently operate in the black (\$755,167 in revenues versus \$680,000 in expenses in 1983).

City planners have ideas for various proposals for expanding and automating the Monorail. One plan would extend the line about one-third mile to the Seattle Center's parking garage; this would increase the system's usefulness to shoppers and commuters and would significantly increase ridership. Other plans would provide new automated trains at a cost of about \$400,000 each, and extend the guideway to form a loop system at a cost of \$45 million.

SEATTLE WATERFRONT STREETCAR

The city of Seattle operates a streetcar service to serve the central waterfront area of the Central Business District. The need for improved passenger transportation in the waterfront area is a direct result of the decline of traditional shipping activities and increasing renovation of waterfront piers to serve as restaurants, imports shops and offices. Currently bus service in the area has proved inadequate and automobile congestion has increased significantly.

The service operates two streetcars over a 1.3 mile course, utilizing existing Burlington Northern Railroad trackage along Alaskan Way. Seattle Metro operates the system under special contract with the city of Seattle. The service has 15/20 minute headways serving six passenger loading stations. The fare is \$0.60 per trip.

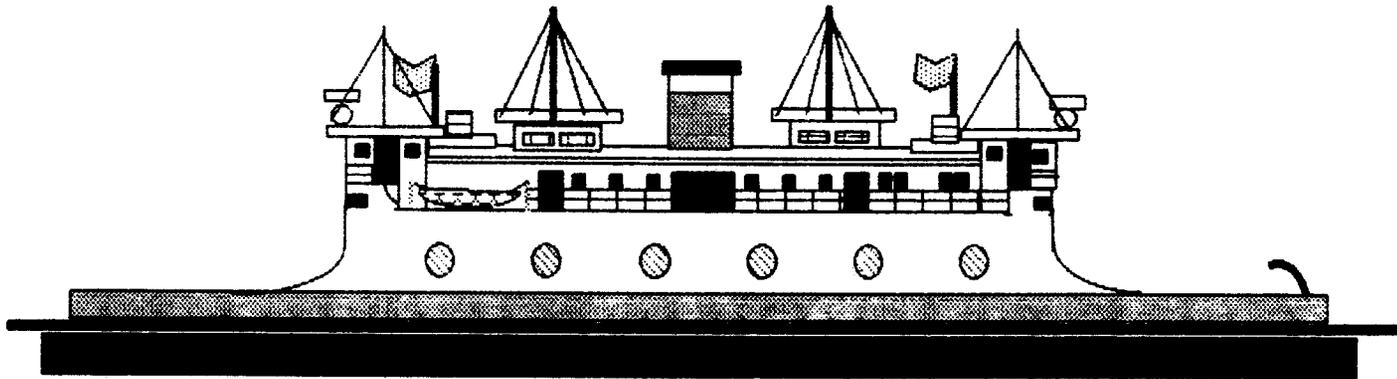
Operating costs were \$547,000 for 1983. Annual revenues were \$193,000. Annual ridership is expected to be 271,910.

RECREATION RAIL LINES

Currently six recreational rail lines operate within the state. Operations are often seasonal. Schedules and fares can be obtained from the rail line. The recreational lines are:

- The Spokane Tour Train. Location - At the Flour Mill on Mallon Avenue, north of Interstate 90 off Monroe Street in Spokane.
- Lake Whatcom Railway. Location - Trains depart from the community of Wickersham.
- Puget Sound and Snoqualmie Valley Railroad. Location - Based in the Snoqualmie Depot off Interstate 90 in the community of Snoqualmie.
- Mount Rainier Scenic Railroad. Location - Adjacent to Highway 7 near the community of Elbe.
- Point Defiance, Quinault and Klickitat Railroad. Location - Within Point Defiance Park in Tacoma.
- Chelatchie Prairie Train Rides. Location - On Main Street in downtown Battle Ground.

Water Transportation



WATER TRANSPORTATION

WASHINGTON STATE FERRIES

The Washington Ferries, with 22 vessels, is the largest ferry fleet in the nation. The state of Washington took over operation of the ferry system in 1951, when the private operators were financially unable to maintain adequate service. Today the Washington State Ferries operate within the Marine Division of the state of Washington, Department of Transportation.

An internationally significant commercial waterway and a major recreational resource, Puget Sound separates the Kitsap and Olympic Peninsulas from the Seattle metropolitan area. Numerous islands located in the Sound are popular residential as well as recreational locations. In the central Puget Sound region, Vashon and Bainbridge Islands produce heavy commuter traffic to the Seattle area. In addition, substantial commuter traffic originates on the Kitsap Peninsula. For several islands, the ferry system provides the only means by which people and goods are transported. In these areas, the ferry system is both the highway system and the mass transit system.

The ferry system network comprises 88 nautical miles serving the eight counties. The central Sound routes provide urban public transportation to the Seattle area. Most trips are for home - work travel with peak demand occurring during the weekday commuter hours. Summer traffic increases slightly, but not to the extent experienced by the San Juan and north Sound routes. (See Map 8 for route locations.)

The current fleet of 22 auto/passenger vessels have a capacity of 28,761 passengers and 2,412 cars and serve 20 terminals. The fleet includes two 206-car "Jumbo" ferries, four 160-car Super-ferries, nine 100-car ferries, four 75-car steel electrics, and three miscellaneous ferries. The fleet travels 850,000 miles per year making approximately 180,000 crossings and landings.

During 1983 the ferry system carried an average of 18,369 vehicles and 46,285 persons per day, or an average of 2.46 persons per vehicle carried. The following data on persons and vehicles carried for the years 1972-1983 illustrate the continuing importance of ferry service to the Puget Sound region. This data is also shown graphically in Figure 6.

Table 15

Washington State Ferries Ridership

<u>YEAR</u>	<u>VEHICLES CARRIED</u>	<u>PERSONS CARRIED</u>
1972	4,237,511	10,530,084
1973	4,782,448	11,822,364
1974	5,129,499	12,705,276
1975	5,595,090	13,749,967
1976	6,014,278	14,928,683
1977	6,614,967	16,208,558
1978	7,367,785	17,590,485
1979	7,167,056*	17,732,018*
1980	7,714,196*	18,981,770*
1981	7,484,023*	18,960,825*
1982	7,542,639*	18,660,963*
1983	6,704,708	16,894,074

* The fluctuations in ferry traffic from 1978 through 1983 is due in part to the loss of the Hood Canal Bridge during February 1979. A new ferry route was put in place on Hood Canal and operated until the bridge was reopened in October 1982. Bridge traffic in 1983 was 1.9 million vehicles.

Historically, fare increases have not kept pace with increases in operating costs. Currently about 59 percent of the system's operating costs are wages, with fuel accounting for another 16 percent. The operating subsidy is currently 27 percent with financing from state motor vehicle fuel taxes, motor vehicle excise taxes, and vehicle registration fees. Equipment, facilities, and other capital costs are fully funded from motor vehicle revenues.

Recent improvements on the system have included implementation of an automated ticketless toll system and new or major work on the terminals at Port Townsend, Orcas, Lopez, Southworth and Vashon.

Map 8
 Washington State
 Ferry Routes
 1984

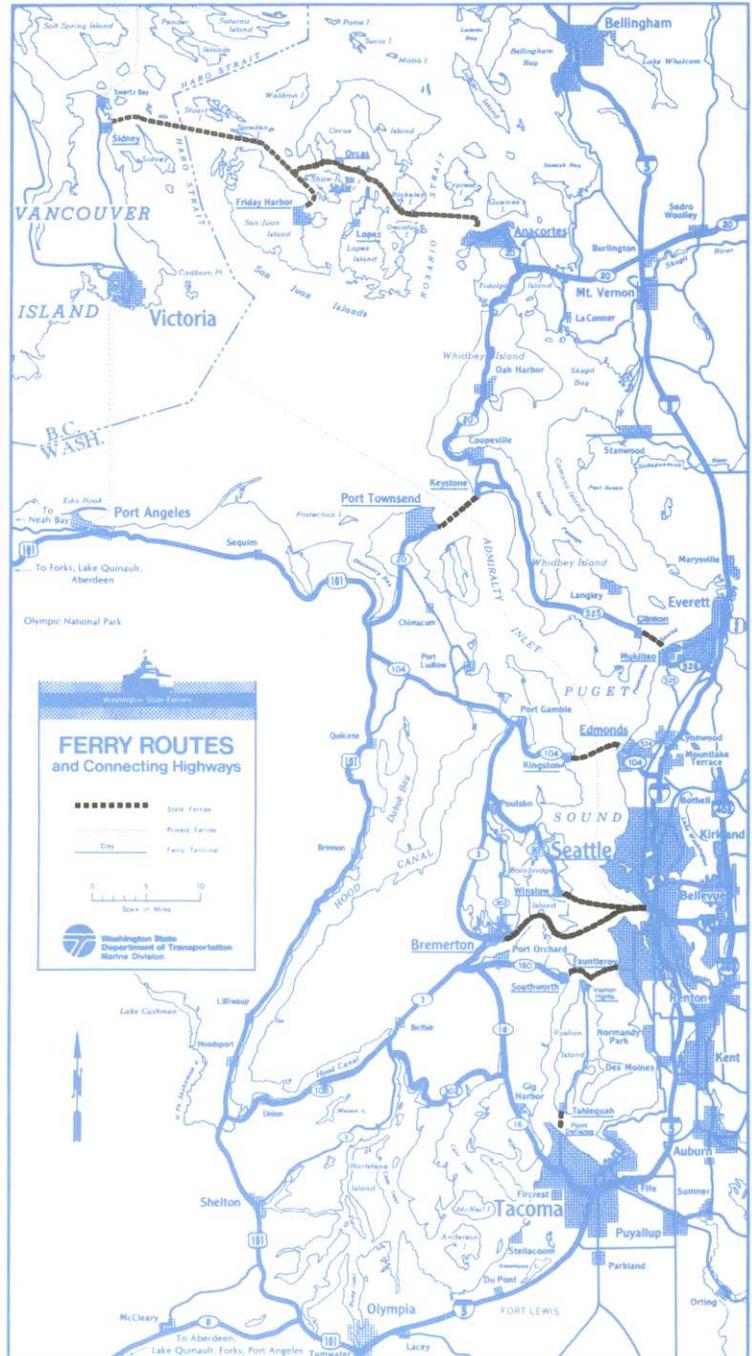
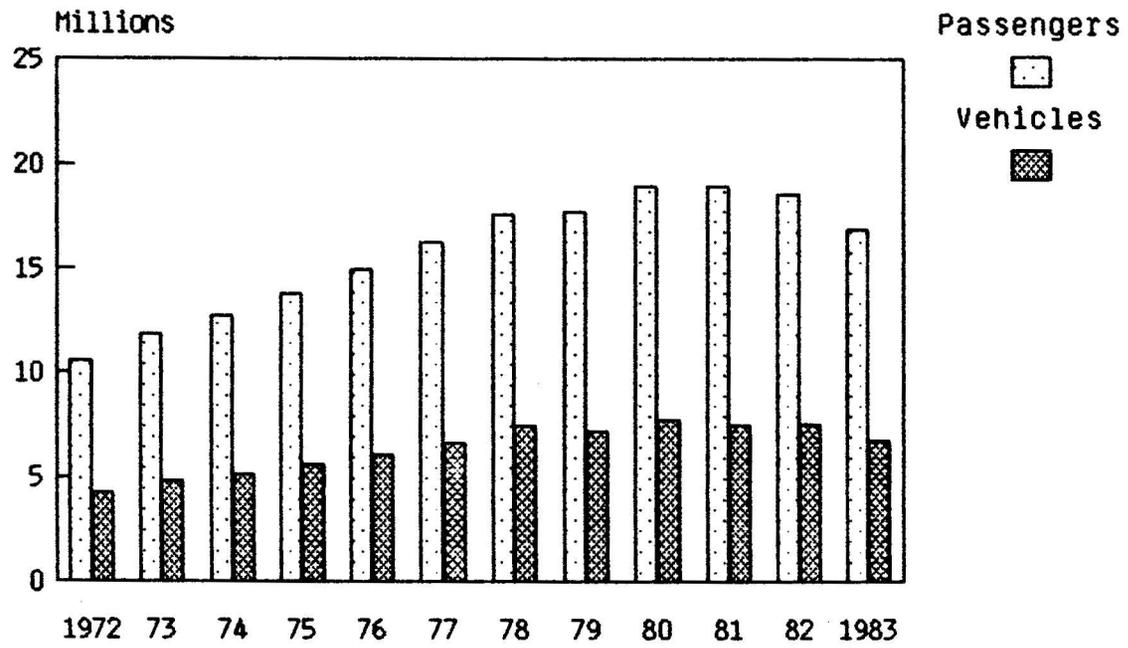


Figure 6

Washington State Ferries Usage



COUNTY FERRIES

Four counties currently operate public ferries (see Map 9 for route locations):

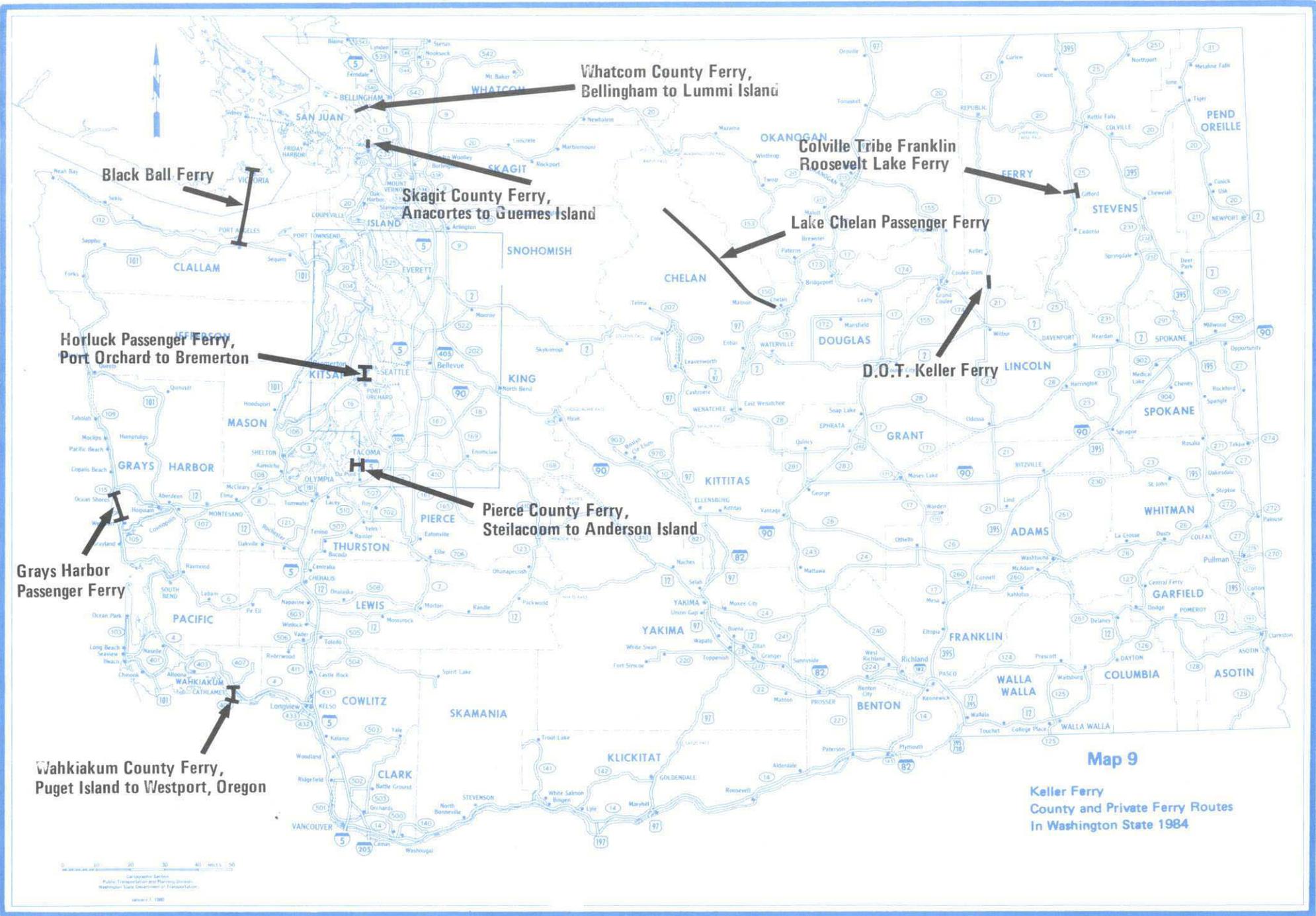
1. Pierce County operates a ferry between the town of Steilacoom and Yoman Dock on Anderson Island. Ketron Island is also serviced. Approximate crossing time is 20 minutes. Toll revenues for 1983 were \$170,379; while operating costs, which have leveled off after several years of rapid increase, were \$665,225.
Passenger ridership for 1983 was 148,770 and 35,732 vehicles were transported. Average daily traffic for passengers was 407 and 98 for vehicles.
2. Whatcom County provides ferry service between Gooseberry Point, approximately 12 miles west of Bellingham, and Lummi Island, a crossing of about one mile across Hale Passage. Ferry toll revenues were \$252,200 in 1983, compared to operating costs of \$456,014. Ridership amounted to 273,122 passengers and 147,262 vehicles with driver.
3. Skagit County operates a ferry between Guemes Island and downtown Anacortes, a crossing of about one mile through Guemes Channel. Toll revenues in 1983 were \$157,244 versus \$420,960 in operating expenses, with 110,941 passengers and 55,604 vehicles and drivers using the ferry.
4. Wahkiakum County has provided service since 1962 between the southern terminus of State Highway 409 on Puget Island, south of Cathlamet, to Westport, Oregon across the Columbia River. The nearest alternate crossings of the Columbia are the toll free bridge at Longview about 25 miles upstream, and the Astoria Megler Toll Bridge approximately 45 miles downstream.

The ferry operates daily from 7:00 a.m. to 6:00 p.m. leaving Puget Island every 30 minutes. A single late-night round trip is provided for swing shift commuters. For 1983, ferry tolls amounted to \$49,329 compared to operating costs of \$199,110; ridership was 23,811 vehicles and driver and 18,888 passengers.

PRIVATE FERRY OPERATIONS

There are four private ferry operations in Washington State. See Map 9 for route locations.

1. Black Ball Transport, Inc., provides ferry service between the city of Port Angeles and Victoria, British Columbia. Service varies depending upon the season; during the summer four trips daily leave Port Angeles, about four hours apart. Crossing time is approximately 90 minutes. In 1983 the company carried 502,006 passengers and 123,476 vehicles.
2. Gray Line Tours operates a tourist service between Lake Washington and the Seattle waterfront through the Lake Washington Ship Canal. In 1983 about 320 trips were made and 21,000 passengers carried.
3. Horluck Transportation Company operates three vessels on a one-mile route across Sinclair Inlet between Port Orchard and Bremerton. Normal service is 25 trips daily. Highway distance between the two cities is about nine miles. This service has seen steady growth, increasing from 258,000 passengers carried in 1972 to 494,000 in 1980 and 622,368 in 1983.



4. Lake Chelan Boat Company (Lake Chelan Recreation, Inc.) provides service the length of Lake Chelan, from the town of Chelan to the unincorporated community of Stehekin, which is located within the Lake Chelan National Recreation Area. One-way distance is about 66 miles. Passenger ridership in 1983 was 60,120.

OTHER FERRY OPERATIONS

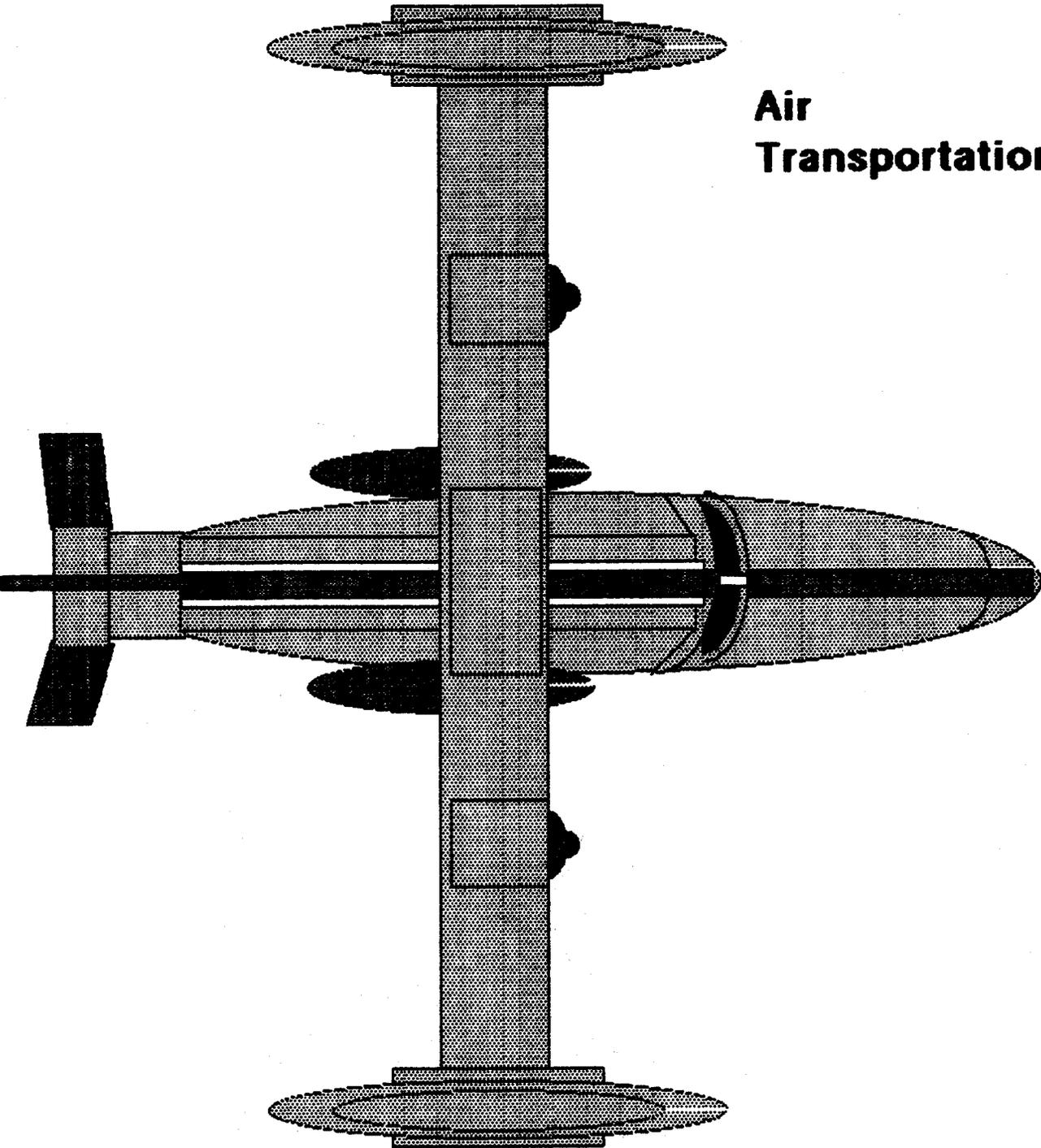
There are three ferry operations in the state which fall into the category "other." The route locations for these three operations are also shown on Map 9.

1. The Grays Harbor Transportation Authority operated a passenger-only ferry between Ocean Shores and Westport at the mouth of Grays Harbor. The service, which is operated by a private contractor, began year around service in 1983 after being in operation only during the peak

summer months previously. In 1983 passenger ridership was 59,232 with toll revenues of \$89,687 and operating expenses of \$114,145. This service has been discontinued in May of 1984, however, other ferry service for the area is being considered.

2. The Washington State Department of Transportation operates a toll-free ferry (the Keller Ferry) where State Highway 21 crosses the Columbia River between Lincoln and Ferry Counties. In 1983, 60,283 vehicles used this ferry.
3. The Colville Indian Tribe provides a toll-free crossing of Lake Roosevelt (Columbia River) between Inchelium and Gifford. Passenger ridership in 1983 was 179,520 and 88,630 for vehicles. The service is provided by a private contractor.

**Air
Transportation**



AIR TRANSPORTATION

Within Washington State there are 380 civilian and 10 military airports. Scheduled passenger service is provided at 17 of the larger airports by certified and/or commuter and/or local service airlines. These airlines link the major population centers of the state. Air taxi, that is charter or non-scheduled service, is available at 15 airports. The major airports in the state and the type of air passenger service available is shown on Map 10.

As illustrated in Figure 7, the number of passengers carried by major airlines in Washington State increased significantly from 1972 to 1983. During this period, airline ridership increased 460 percent compared to a population growth of 39 percent. Growth in air transportation is highly sensitive to economic conditions, e.g., the lack of growth during the economic recessions in the early 1970s and during 1980 to 1982. In 1983 passenger ridership began to increase.

SCHEDULED AIR SERVICE

Scheduled air service is available as of April 1984 to residents of the state from the following 17 airports:

Western Washington

Bellingham
Blakely Island

Eastern Washington

Lewiston, Idaho/Clarkston
Moses Lake/Ephrata

East Sound
(Orcas Island)
Friday Harbor
(San Juan Island)
Hoquiam
Lopez Island
Port Angeles
Portland, Oregon/
Vancouver
Seattle-Tacoma
International

Pasco (Tri-Cities)
Pullman/Moscow, Idaho
Spokane International Walla
Walla Walla
Wenatchee
Yakima

Western and eastern Washington are linked via Seattle-Tacoma International service and to a lesser extent via Portland, Oregon as several routes interface at Seattle-Tacoma or Portland, Oregon/Vancouver airports.

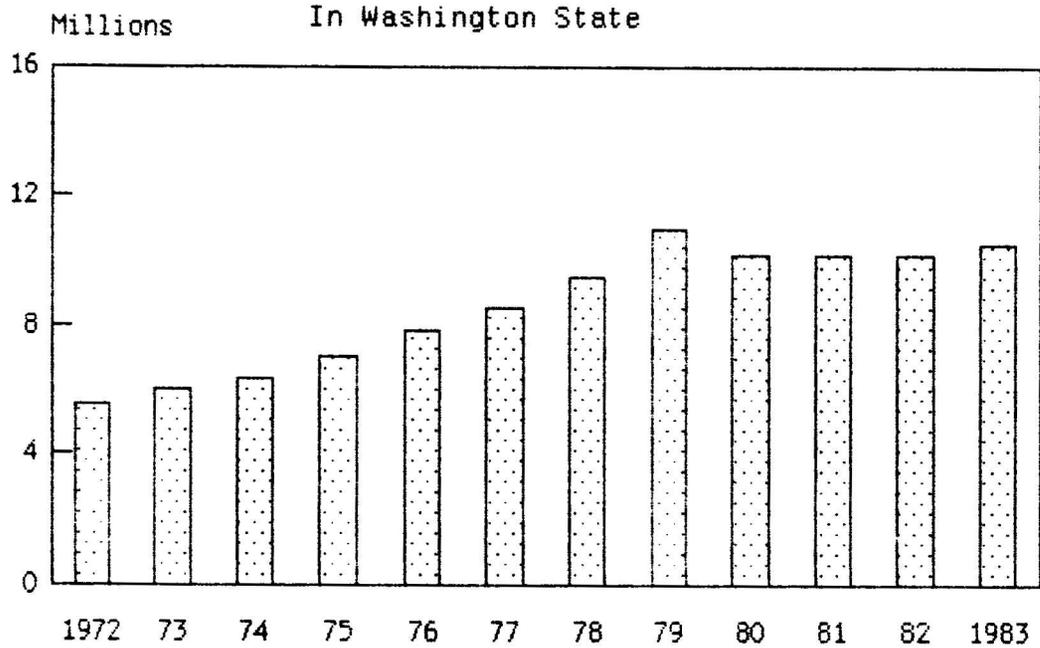
• **Certificated Airlines**

More than 90 percent of air passengers are transported by the major certificated airlines which provide interstate service.

Washington has four major airports that serve certificated airlines: Seattle-Tacoma International, Spokane International, Yakima Municipal, and Tri-Cities Airport at Pasco. In addition to these four, the Portland International Airport in Oregon serves

Figure 7

Passengers Carried by Major Airlines
In Washington State



southwestern Washington. In 1983, thirty passenger airlines provided service to the Seattle-Tacoma International Airport, ten to Spokane, two to Yakima, and three to Pasco. These certificated air carriers provide direct service to destinations throughout the nation and the world.

The Seattle-Tacoma International Airport is the largest in the Northwest and ranks 23rd in the United States. Passenger boardings at Sea-Tac constitute 85 percent of the total in Washington.

- **Commuter Service (Local Service)**

Commuter service is important because it provides a means of rapid travel within the state and also links smaller cities to the national and international airline network.

These airlines operate aircraft ranging in size from four passenger single engine, to 15 passenger twin turboprop airplanes. They are permitted by federal regulations to use aircraft that carry no more than 30

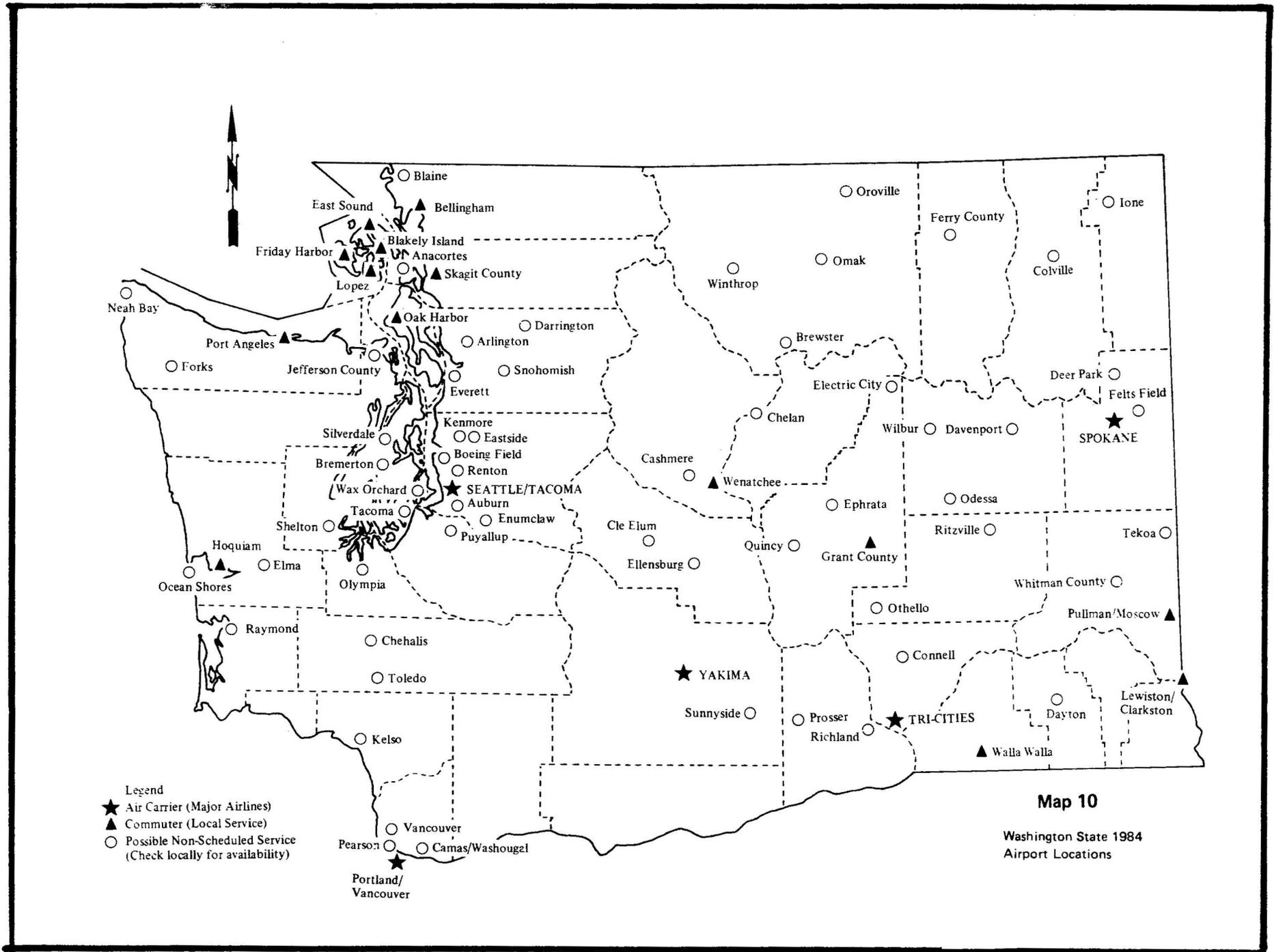
passengers or 7,500 pounds of payload.

In Washington, three commuter or local service airlines now provide service to 17 airports and carry approximately 400,000 passengers annually. Each of the commuter or local service airlines flies at least five scheduled round trips a week between two or more locations.

NON-SCHEDULED AIR SERVICE

- **Air Taxi**

Nonscheduled air taxi service also has grown in importance in response to the reduction of certificated air carrier service to smaller communities. Operating on a demand-only basis, air taxis serve passengers with connections to scheduled carriers and provide charter service. Specific availability of non-scheduled service is not monitored but generally most community airports have a pilot that can provide charter service. Some of these airports are also shown on Map 10.



Appendix A

State Laws



APPENDIX A

STATE LAWS PERTAINING TO PUBLIC TRANSPORTATION (RCW* Citations Inclusive of 1984 Legislation)

9 MISCELLANEOUS CRIMES

9.91.130 Conduct on buses. Specifies unlawful conduct on municipal transit vehicles.

28A COMMON SCHOOL PROVISIONS

28A.04.131 School bus drivers, training and qualifications - rules and regulations for State Board of Education empowered to make rules.

28A.24 School Transportation

28A.24.055 Transporting of children to school or school activities - transporting of children or elderly - insurance. Specified conditions for transporting children to and from school, including contracting for services.

28A.24.100 Authorizing individual transportation or other arrangements - pupils must provide own transportation, when; School districts propose, educational services approve; includes special education aid services.

28A.24.110 Lease of buses to transport handicapped children and elderly - limitation. Leases to nonprofit organizations authorized when commercial bus transportation is not reasonably available.

28A.24.111 Lease of buses to transport handicapped children and elderly - directors to authorize.

28A.24.112 Lease of buses to transport handicapped children and elderly - lease at local level - criteria. Locally determined.

28A.24.120 Lease of buses to transport handicapped children and elderly - elderly persons defined - program limitation. Elderly is person at least 60 years of age; no school district may be used for RCW 28A.24.055 or .110.

28A.24.170 School buses, rental or lease for emergency purposes - authorization.

28A.24.172 School buses, rental or lease for emergency purposes - board to determine district policy - conditions if rent or lease.

* Revised Code of Washington

28A.24.175 School buses, transport of general public to interscholastic activities - limitations. School districts actual costs must be reimbursed by members of general public. Private transportation certified by Utilities and Transportation Commission must not be reasonably available.

28A.24.178 School buses, authorization for parent, guardian or custodian of a student to ride - limitations done at request of school officials if excess seating is available and other transportation is not reasonable.

28A.24.180 Agreement with other governmental entities for transportation of public or other non-common school purposes -limitations. Agreements permitted provided school district actual costs and reasonable value of the use of the district's buses and supplies are reimbursed. School district or intermediate school district may transport general public so long as costs are reimbursed and public transportation or private transportation certified by Utilities and Transportation Commission is not reasonably available.

28A.41.160 Reimbursement for transportation costs. Sets forth terms that State will reimburse school districts' pupil transportation costs.

35.43 LOCAL IMPROVEMENTS

35.43.040 Authority Generally. Allows for LID's for operation of an electrified public streetcar line.

35.43.200 Street railways at expense of property benefitted. Empowers cities and towns owning and operating a municipal street railway to finance the purchase or construction of facilities by levying special assessments against benefitting properties.

35.58 METROPOLITAN MUNICIPAL CORPORATIONS

35.58.240 Powers relative to transportation. Specifies powers of a metropolitan municipal corporation regarding metropolitan transportation.

35.58.245 Public transportation function - Authorization by election required - Procedure requires voter approval before a metropolitan municipal corporation may perform the functions of metropolitan public transportation.

35.58.250 Other local public passenger transportation service prohibited - Agreements - Purchase - Condemnation. Prohibits private corporations from operating public transportation systems if such a system is operated by a metropolitan municipal corporation.

35.58.260 Transportation function - Acquisition of city system. Authorizes a metropolitan municipal corporation which acquires a city public transportation system to assume the duties and responsibilities of the city system. Requires the consent of the city council for a metropolitan corporation to acquire the system.

35.58.265 Acquisition of existing transportation system - Assumption of labor contracts - Transfer of employees - Preservation of employee benefits - Collective bargaining. Describes rights of employees of existing systems acquired by a metropolitan municipal corporation.

35.58.270 Metropolitan transit commission. Establishes the composition of the Metropolitan transit commission and gives it certain powers and responsibilities.

35.58.2712 Public transportation feasibility study - Advanced financial support payments. Entitles a municipality to receive a one-time advanced financial support payment to perform a feasibility study to determine the need for public transportation to serve its residents. Sets conditions of payment.

35.58.272 Public transportation systems - Definitions. Defines various meanings of the term "municipality" as it relates to public transportation, and certain other terms.

35.58.2721 Public transportation systems - Authority of municipalities to acquire, operate, etc. - Indebtedness - Bond issues. Authorizes municipalities to acquire, construct, operate and maintain public transportation systems, and to issue general obligation bonds for such purpose. Prescribes limits of indebtedness. Identifies tax sources that may be obligated for repayment of bonds, and preclude legislature from withdrawing taxing authority.

35.58.273 Public transportation systems - Motor vehicle excise tax authorized - Credits - Public hearing on Route and Design. Authorizes municipalities to levy an excise tax of one percent of the fair market value of motor vehicles registered in the municipality. Both corridor and design public hearings must be held before excise tax can be spent for right of way or construction of transit facilities.

35.58.274 Public transportation systems - motor vehicles exempt from tax. Exempts dealers from one percent motor vehicle excise tax levied in RCW 35.58.273.

35.58.275 Public transportation systems - Provisions of motor vehicle excise tax chapter applicable. Provides

references to sections of chapter 82.44 RCW prescribing schedules, penalties, etc., relating to motor vehicle excise tax.

35.58.276 Public transportation systems - When tax due and payable - Collections. Directs county auditors to collect one percent excise tax and remit to the state as per chapter 82.44 RCW.

35.58.277 Public transportation systems - Remittance of tax by county auditors. Prescribes procedures used by county auditors to remit one percent excise tax to the state.

35.58.278 Public transportation systems - Distribution of tax. Directs that distribution of one percent excise tax be made in accordance with RCW 82.44.150.

35.58.279 Public transportation systems - Crediting and use of tax revenues. Limits use of revenues from one percent excise tax to specified public transportation purposes. Precludes legislature from withdrawing authority for municipality to levy the tax if it has been pledged for bond payback.

35.58.2791 Public transportation systems - Internal combustion equipment to comply with pollution control standards. Requires that new internal combustion equipment meet the standards for pollution control set by the state air pollution control board in order to be purchased with excise tax revenue.

35.58.2792 Public transportation systems - Parking facilities to be in conjunction with system stations or transfer stations. Requires parking facilities financed with revenues from one percent excise tax to be in conjunction with and adjacent to public transportation stations.

35.58.2794 Public transportation systems - Research, testing, development, etc., of systems - Powers to comply with federal laws. Grants any public agency operating a public transportation system the right to engage in research

and testing of transportation systems and equipment, and grants all powers necessary for agencies to comply with standards of federal Urban Mass Transportation Act.

35.58.560 Taxes - Counties or cities not to impose on certain operations - credits or offsets against state taxes - refund of motor vehicle fuel taxes paid. Metropolitan municipal corporations gross revenues exempted from city or county taxation; expenses credited against state business and occupation taxes.

35.84 UTILITY AND OTHER SERVICES BEYOND CITY LIMITS

35.84.60 Street railway extensions. Provides that municipal corporations may operate urban public transportation systems to within fifteen miles outside their corporate limits as long as that territory is not served by a privately operated transportation company authorized by the utilities and transportation commission.

35.85 VIADUCTS, ELEVATED ROADWAYS, TUNNELS AND SUBWAYS

35.85.010 Authority to construct viaducts, bridges, elevated roadways, etc. Empowers first class cities to construct and maintain bridges, subways, elevated roadways, etc., and to assess property benefitted by the improvement.

35.92 MUNICIPAL UTILITIES

35.92.060 Authority to acquire and operate transportation facilities. Cities and towns granted authority to purchase, construct, maintain or operate railways, buses, cars and trucks for the purpose of moving freight or passengers within the city limits. Fare-setting authority granted.

**35.95 PUBLIC TRANSPORTATION SYSTEMS IN CITIES
AND METROPOLITAN CORPORATIONS -
FINANCING**

35.95.010 Declaration of intent and purpose. States that municipally owned transit companies are unable to cover their expenses with revenues from fares. Consequently, municipalities are forced to subsidize public transit to the detriment of other public services. Since public transportation is considered a necessary service the appropriation of general funds and the levying and collecting of taxes by municipalities for the funding of public transportation is justified.

35.95.020 Definitions. Defines various means of the term “municipality” as it relates to public transportation, and certain other terms.

35.95.030 Appropriation of funds for transportation systems authorized - Referendum. Authorizes municipalities to appropriate general funds for the operation, maintenance and capital needs of municipally owned and operated public transportation systems.

35.95.040 Levy and collection of excise taxes authorized - Business and Occupation tax - Excise tax on residents - appropriation and use of proceeds - Voter approval. Authorizes corporate authorities to levy a business and occupation tax and a household tax for the sole purpose of funding public transportation. These taxes must be approved by the voters who would be affected by them.

35.95.050 Collection of tax - Billing. Provides that taxes levied by municipalities for the operation, maintenance and capital needs of municipal owned and operated public transit systems can be used solely for the purpose. The taxes can be billed and collected in a manner determined by the corporate authorities. It further provides that municipalities can contract out the operations and maintenance of their public transit systems.

35.90.060 Funds derived from taxes - Restrictions on classification, etc. Restricts funds derived from taxes collected to fund public transportation from being classified as revenue of the public transportation system.

35.95.070 Purchase of leased public transportation system - Purchase price. Provides that the purchase price of a public transportation system being leased by a municipality shall be no greater than the fair market value of the system at the commencement of the lease.

35.95.080 Referendum rights not impaired. Precludes provisions of Chapter 35.95 RCW or any city ordinance from preventing a referendum on any municipal ordinance adopted as a result of this chapter.

35.95.090 Corporate authorities may refer ordinance levying tax to voters. Allows a municipality to refer an ordinance for the levy and collection of an excise tax to a vote of the people before adopting the ordinance.

35A.81 OPTIONAL MUNICIPAL CODE

35A.81.010 Application of general law. Exempts code city urban passenger transportation systems from payment of special (diesel) fuel taxes, and allows refund for gasoline taxes paid.

36.57 COUNTY PUBLIC TRANSPORTATION AUTHORITY

36.57.010 Definitions. Defines terms “authority,” “population,” and “public transportation function” as used in this chapter.

36.57.020 Public transportation authority authorized. Authorizes counties to create county transportation

authorities except in counties where a metropolitan municipal corporation is already performing the functions of public transportation.

36.57.030 Membership - Compensation. Establishes the composition of a county transportation authority.

36.57.040 Powers and duties. Specifies the powers and duties of a county transportation authority.

36.57.050 Chairman - General manager. Provides for election of a chairman and appointment of general manager by Authority, and function of each.

36.57.060 Transportation fund - Contributions. Establishes and describes management of "transportation fund" to be set up by each Authority.

36.57.070 Public transportation plan. Requires a transportation authority to develop a comprehensive transportation plan.

36.57.080 Transfer of transportation powers and rights to authority - Funds - Contract indebtedness. Describes rights of Authority when taking over passenger transportation system previously owned by a county or city.

36.57.090 Acquisition of existing transportation system - Assumption of labor contracts - Transfer of employees - Preservation of benefits - Collective bargaining. Prescribes obligations of Authority when acquiring an existing transportation system.

36.57.100 Counties authorized to perform public transportation function in unincorporated areas - Exceptions. Authorizes counties to perform public functions except where a metropolitan municipal corporation within the county is performing those functions or where a public transportation benefit area exists.

36.57.110 Boundaries of unincorporated transportation benefit areas. Authorizes counties to create and define the boundaries of unincorporated transportation benefit areas following school district or election precinct lines as far as practicable.

36.57A PUBLIC TRANSPORTATION BENEFIT AREAS

36.57A.010 Definitions. Defines "public transportation benefit area," "public transportation service," "public transportation improvement conference," and other terms used in this chapter.

36.57.020 Public transportation improvement conference - Convening - Purpose - Multi-county conferences. Authorizes county legislative authorities to hold conferences to evaluate the need for public transportation benefit areas to provide public transportation service. Authorizes multi-county conference.

36.57A.030 Establishment or change in boundaries of public transportation benefit area - Hearings - Notice - Authority of county to terminate public transportation benefit area. Gives conferences the authority to change the boundaries of a PTBA. Requires public hearings.

36.57A.040 Cities to be wholly included or excluded - Boundaries - Only benefited areas to be included. One area per county. Describes certain criteria for establishing boundaries of and annexations to public transportation benefit areas.

36.57A.050 Governing body - Selection, qualification, number and compensation of members. Provides for selection of a benefit area Authority by elected officials within 60 days of establishment of boundaries. Allows any city to withdraw within the 60 days.

36.57A.055 Governing body - Periodic review. Requires review of composition of governing body every four years. Specifies method.

36.57A.060 Comprehensive plan - Development - Elements. Lists required elements of comprehensive plan.

36.57A.070 Comprehensive Plan - Review - Approval or disapproval - Resubmission. Requires review and approval by the State Transportation Commission or the Planning and Community Affairs Agency.

36.57A.080 General Powers. Grants PTBAs the power of contract. Requires competitive bids. Allows PTBAs to sue and be sued in a corporate capacity.

36.57A.090 Additional Powers - Acquisition of existing system. Grants power to prepare, adopt and carry out a general comprehensive plan. Also grants power to acquire and operate transportation facilities, and to fix fares. Requires consent of city council to assume a city transportation facility.

36.57A.100 Agreements with operators of local public transportation services - Operation without agreement prohibited - Purchase or condemnation of assets - Prohibits private corporations from operating local public passenger transportation services within the PTBA without an agreement with the PTBA.

36.57A.110 Powers of component city concerning passenger transportation transferred to benefit area - Operation of system by city until acquired by benefit area - Consent. Provides that any city operating a public transportation system on July 1, 1975 may continue to operate the system until it is acquired by the PTBA.

36.57A.120 Acquisition of existing system - Labor contracts, employee rights preserved - Collective bargaining. Outlines rights of employees of an existing system being acquired by a PTBA.

36.57A.130 Treasurer and Auditor - Transportation fund - establishment - Use - Custodian - Contribution of sums for expenses. Describes designation of Treasurer and Auditor of a PTBA. Describes establishment, use, and management of transportation fund to be set up by each benefit Authority.

36.57A.140 Annexation of additional area. Establishes procedure for annexation of a contiguous area to a PTBA.

36.57A.150 Advanced financial support payments. Permits counties to receive advanced financial support from the state to assist in the development of a comprehensive transit plan. Sets conditions.

36.57A.160 Dissolution and liquidation. Provides that a PTBA may be dissolved by voter approval. Establishes procedure for the election.

39.33 INTERGOVERNMENTAL DISPOSITION OF PROPERTY

39.33.050 Public mass transportation system - Contracts for services or use. Authorizes the legislative body governing a public transportation system to contract with other legislative bodies, persons or firms for public transportation services.

39.34 INTERLOCAL COOPERATION

39.34.085 Agreements for operation of bus services. Authorizes cities, towns, or a county, or a combination of these to enter into agreements with each other or with a public transportation agency of a contiguous state or contiguous Canadian province, to allow a city or transportation agency to operate public bus service within their boundaries. Bus service may extend beyond their boundaries if it does not conflict with existing bus service authorized by the Washington Utilities and Transportation Commission.

41.56 PUBLIC EMPLOYEES COLLECTIVE BARGAINING

46.56.020 Application of chapter. Chapter applies to any political subdivision in state.

43.21C STATE ENVIRONMENTAL POLICY

43.21C.030 Guidelines for State Agencies, Local Governments - Statements - Reports - Advice - Information. Sets forth the SEPA guidelines that must be followed before any statement, report, advice, or information is given out by any branch of state government, including state agencies, municipal and public corporations, and counties.

43.41.130 Passenger motor vehicles owned or operated by State Agencies - Duty to establish policies as to acquisition, operation, authorized use, etc. The director of financial management shall establish policies as to governing the acquisition, operation, management, maintenance, repair, and disposal of all passenger motor vehicles owned and operated by any state agency.

46.04 MOTOR VEHICLES - DEFINITIONS

46.04.050 Auto Stage. Defines use characteristics for such vehicles.

46.04.190 For Hire Vehicle. Any motor vehicle used for the transportation of persons for compensation, except auto stages and ride-sharing vehicles.

46.04.355 Municipal Transit Vehicle. Defines ownership and use characteristics of such vehicles.

46.16.020 Exemptions - state and publicly owned vehicles - registration. Public vehicles exempt from license fees for vehicle licensing.

46.61 RULES OF THE ROAD

46.61.165 Reservation of portion of highway for use by public transportation vehicles, etc. Gives state and local authorities the right to reserve all or any portion of any highway.

46.61.560 Stopping, standing, or parking outside of business or residence districts. Permits public transportation vehicles to stop on the roadway to receive or discharge passengers.

46.72 TRANSPORTATION OF PASSENGERS IN FOR HIRE VEHICLES

46.72.010 Definitions. Defines terms “for hire vehicle” and “for hire operator.”

46.72.020 Permit required. Specifies application requirements.

46.72.03 Permit Fee - Issuance - Display. \$5 fee.

46.72.040 Surety bond. Minimum: \$100,000 personal injury, \$300,000 for all persons, and \$25,000 for property damage.

46.72.050 Liability coverage.

46.72.060 Right of action - limitation of recovery.

46.72.070 Certificate - fee. Certificate required for each vehicle. \$1 certificates expire annually on June 30.

46.72.080 Substitution of security.

46.72.100 Refusal, suspension or revocation of permit or certificate - penalty for unlawful operation. Specifies reasons for cancelling or refusing permits or certificates.

46.72.110 Fees to highway safety fund.

46.72.120 Rules and regulations. General rule making authority for Department of Licensing.

46.72.130 Nonresident taxicabs - permit - fee - compliance. Annual permits required.

46.72.140 Nonresident taxicabs - permit required for entry.

46.72.150 Nonresident taxicabs - reciprocity. 46.72.130 and 140 suspended if Washington operators free to use other state's roads without regulations.

46.74 RIDE SHARING

46.74.010 Definitions.

46.74.020 Vehicles excluded from for hire vehicle laws.

46.74.030 Operators - reasonable standard of care - exempted from certain regulations.

47.04 STATE DEPARTMENT OF TRANSPORTATION GENERAL PROVISIONS

47.04.081 Urban public transportation systems - Participation of highway commission in planning, development, and establishment of system. Empowers transportation commission to join financially or otherwise with any state, federal, or local agency in planning for urban public transportation system in conjunction with new or existing highway facilities.

47.04.082 Urban public transportation systems - Defined. Defines this term with respect to types of vehicles operated and areas in which the vehicles operate.

47.04.083 Urban public transportation systems - Declaration of public policy - Use of motor vehicle funds, city street or county road funds. Declares policy of joint planning, construction and maintenance of public highways and urban public transportation system serving common geographical

areas wherever feasible. Allows the motor vehicle funds, city street or county road funds to pay the full cost of streets to be used jointly with an urban public transportation system.

47.08 HIGHWAY FUNDS

47.08.070 Cooperation in public works projects, urban public transportation systems. Authorizes the Transportation Commission to cooperate financially with any public agency in construction of public works projects, including urban public transportation systems.

47.12 ACQUISITION AND DISPOSITION OF STATE HIGHWAY PROPERTY

47.12.010 Acquisition of property authorized - Condemnation actions - Cost. Empowers the WSDOT to acquire by gift, purchase, or condemnation, property for transportation purposes, including urban public transportation systems.

47.12.270 Acquisition of property for parking facilities for motorists using urban public transportation facilities or private car pool vehicles. Empowers Transportation Commission to exercise this function.

47.28 CONSTRUCTION AND MAINTENANCE OF HIGHWAYS

47.28.140 Agreements to benefit or improve highways, roads, or streets, establish urban public transportation system - Labor or contract - Costs. Authorizes WSDOT and any public agency to jointly establish an urban public transportation system on or near a public highway.

47.44 FRANCHISES ON STATE HIGHWAYS

47.44.010 Wire and pipe line and tram and railway franchises -Application - Notice - Posting and Publication. Empowers WSDOT to grant franchises to use state highways for construction and maintenance of urban public transportation system.

47.44.040 Franchises across joint bridges. Grants authority to Transportation Commission to join with cities, counties, and other states to grant franchises across joint bridges for transportation purposes including urban public transportation systems.

47.48 CLOSING HIGHWAYS AND RESTRICTING TRAFFIC

47.48.010 Closure authorized - Restricting use of portion of highway to urban public transportation system use. Authorizes the WSDOT to restrict use of any public highway to use by an urban public transportation system.

47.52 LIMITED ACCESS FACILITIES

47.52.025 Additional Powers - May control use of limited access facilities - Reservation of facility, lanes or ramps for public transportation vehicles, etc. Empowers state, counties, or cities to reserve a limited access facility, or designated lanes or ramps, for exclusive use of public transportation vehicles.

47.52.090 Cooperative agreements - Provisions for urban public transportation systems Title to facility - Traffic regulations -Underground utilities and over-crossings - Passenger transportation - Storm sewers - City street crossings. Authorizes state, counties, cities owning or operating an urban public transportation system to enter into agreements regarding financing, planning, establishment, etc., of limited access facilities to further purposes of this chapter.

74.56 STATE TOLL BRIDGES, TUNNELS, AND FERRIES

47.56.256 Department may grant franchises for utility, railway, urban public transportation purposes. Authorizes Transportation Commission to grant franchises to use property of toll bridges, tunnels, and ferries for purposes including urban public transportation systems.

54.04.160 Any Municipal Corporation is authorized to assume the obligations of a private pension plan when an Urban Transportation System is acquired.

81.66 TRANSPORTATION FOR THE ELDERLY AND THE HANDICAPPED

81.66.010 Definitions. Sets forth definitions used in chapter, including “elderly” and “handicapped.”

81.66.020 Private, nonprofit transportation provider required to operate in accordance with this chapter.

81.66.030 Authority of commission. Utilities and Transportation Commission authorized to regulate.

81.66.040 Certificate required - Application transferability, carried in vehicle. Specifies application requirements.

81.66.050 Insurance or bond required. Liability and property damage insurance in an amount to be fixed by the commission.

81.66.060 Suspension, revocation, or alteration of certificate.

81.66.070 Standard of care. Same as in RCW 46.74.030.

81.68 AUTO TRANSPORTATION COMPANIES

81.68.010 Definitions. Application to fixed termini or regular route service by a corporation, company, firm or individual -beyond three miles of the corporate limits of a city or town. Ride-sharing not included.

81.68.020 Compliance with chapter required. Operations prohibited without compliance with chapter.

81.68.030 Regulation by Utilities and Transportation Commission. General rule-making authority.

81.68.040 Certificate of convenience and necessity. Certificate required before operation.

81.68.050 Filing fees. Not to exceed \$200.

81.68.060 Liability and property damage insurance - surety bond. Minimum: \$100,000 personal injury, \$300,000 for all persons for vehicles less than 16 passenger capacity, or \$500,000 for all persons for vehicles 17 or more passenger capacity, and \$50,000 for property damage.

81.68.065 Self-Insurers - exemptions as to insurance or bond.

81.68.070 Public Service law invoked.

81.68.080 Penalty. Violations are gross misdemeanor.

81.75 TRANSPORTATION CENTERS

81.75.010 Authorization to own and operate - Purpose. It is proper that cities, towns, counties, public transportation benefit area authorities, and municipal corporations of this state be authorized to own and operate transportation centers.

81.75.020 Method of Acquisition and operation prescribed - Grants - Consolidation of Activities.

81.-- TAXICAB COMPANIES

81.--.020 Allows cities, towns, counties, and port districts to license, control and regulate taxicab operations, rates, routes, and safety requirements.

81.--.030 Allows regulating governments to enter into cooperative agreements for joint regulation of taxicabs.

82.08 RETAIL SALES TAX

82.08.0255 Exemption of motor vehicle fuel sales and special fuel sales eligible for a refund (RCW 82.36.275) or an

exemption (RCW 82.38.080) from retail sales tax.

82.08.0287 Exemption of sales of vans to be used as ride-sharing vehicles from retail sales tax until January 1, 1988.

82.12 USE TAX

82.12.0256 Exemption of motor vehicle fuel use and special fuel use eligible for a refund (RCW 82.36.275) or an exemption (RCW 82.38.080) from use tax.

82.12.0282 Exemption of use of vans to be used as ride-sharing vehicles from use tax until January 1, 1988.

82.14 COUNTIES, CITIES, AND METROPOLITAN MUNICIPAL CORPORATIONS - RETAIL SALES AND USE TAXES

82.14.045 Sales and use taxes for public transportation systems. Authorizes public transportation authorities to levy a sales and use tax of one-tenth, two-tenths, three-tenths, four-tenths, five-tenths, or six-tenths of one percent subject to voter approval. Revenue generated is exclusively for the support of public transportation - Sets conditions and requirements of the tax.

82.36 MOTOR VEHICLE FUEL TAX

82.36.275 Refunds for urban transportation systems. Grants refunds for use of motor vehicle fuel by urban transportation systems within 15 miles of the corporate limits of the city in which the trip originated.

82.38 SPECIAL FUEL TAX

82.38.080 Exemptions. Exempts urban public transportation systems and transit services for only elderly and/or handicapped persons from payment of special (diesel fuel taxes, except on trips more than 25 miles from the corporate limits of the county in which the trip originated.

82.44 MOTOR VEHICLE EXCISE TAX

82.44.010 Definition excludes vehicles carrying exempt licenses.

82.44.015 Ride-sharing vehicles excluded from tax, expires January 1, 1988.

82.44.150 Apportionment and distribution of motor vehicle excise taxes generally. Prescribes method of distribution of two percent motor vehicle excise tax, including the one percent portion to eligible municipality for public transportation purposes.

Appendix B
UMTA Grants



**U.S. Department
of Transportation**

**APPENDIX B
UMTA Grants**

**SUMMARY OF UMTA GRANTS IN WASHINGTON
(February 1, 1965-July 31, 1984)
Table 1**

GRANT TYPE	AMOUNT
Section 3	\$253,498,211
Section 5	132,225,095
Section 6	2,681,962
Section 8	10,653,077
Section 9	50,488,849
Section 11	1,461,758
Section 16(b) (2)	3,350,248
Section 18	7,728,818
UMTA Grants from Other Agencies	3,558,805
TOTAL	\$465,646,823

**UMTA SECTION 3 CAPITAL GRANTS
(February 1, 1965-July 31, 1984)
Table 2**

Award Date	Grant No.	Grantee	Amount
4/18/68	0004*	Metro	\$3,180,286
12/27/72	0013*		589,886
5/2/74	0016 pt.		36,307,496
7/2/76	0016 pt.		50,000,000
5/13/77	0016 pt.		3,941,628
9/29/78	0016 pt.		7,500,000
7/10/79	0023		1,000,000
11/17/79	0016 pt.		8,703,632
3/25/80	0030		16,847,244
9/15/80	0030 (City of Seattle)		263,000
1/19/81	0032		20,000,000
6/30/82	0032 pt.		19,600,00
9/20/82	4001		330,000
7/22/83	0053		1,500,000
8/12/83	0055		6,080,000

Table 2 (cont.)

Award Date	Grant No.	Grantee	Amount	
9/27/83	4002		\$283,780	
9/28/83	4003		20,000	
				\$176,146,952
3/31/65	0002	Highway Commission	\$15,216,400	
3/3/80	0027	Department of Transportation	1,678,248	
				\$16,894,648
3/31/65	0001	Tacoma	\$611,333	
10/14/68	0005		203,990	
9/14/72	0012		983,936	
11/7/77	0025 pt.		1,731,696	
9/27/78	0025 pt.		1,102,196	
9/10/80	0035	Pierce Transit	5,793,280	
7/20/81	0043		5,604,000	
8/13/82	0050		1,360,000	
				\$17,390,431
3/31/72	0008 pt.	Spokane	\$2,609,400	
7/14/78	0008 pt.		41,128	
9/27/78	0024		709,820	
8/14/80	0034		1,947,960	
8/9/82	0049 pt.	Spokane Transit	1,845,000	
12/1/82	0049 pt.		970,000	
8/8/84	0057		6,999,990	
				\$15,123,298
6/24/76	0020 pt.	Grays Harbor	\$1,005,988	
9/29/76	0020 pt.		486,512	
9/27/78	0020 pt.		352,832	
				\$1,845,332
5/31/73	0015 pt.	Intercity Transit	\$340,306	
2/2/76	0015 pt.		335,800	
6/25/76	0021 pt.		186,736	
9/27/78	0021 pt.		9,748	
4/17/81	0036		2,165,000	
6/3/82	0045		733,852	
8/3/82	0045 pt.		3,895,200	
5/26/83	0045 pt.		510,000	
8/29/83	0045 pt.		34,000	
				\$8,210,642
5/18/71	0007	Vancouver	\$120,741	
12/16/74	0018		516,712	
5/29/81	0041	C TRAN	3,000,000	
9/17/81	0041 pt.		1,365,000	
7/23/82	0042		4,495,688	
8/15/83	0056		551,760	
				\$10,085,901

Table 2 (cont.)

Award Date	Grant No.	Grantee	Amount	
9/19/72	0010 pt.	Everett	\$379,073	
4/20/73	0010 pt.		4,400	
8/28/81	0040		865,832	
8/11/82	0048		1,264,040	\$2,513,345
7/16/75	0019 pt.	Longview	\$285,296	
11/22/76	0019 pt.		39,072	
7/2/82	0039		456,000	
				\$780,368
12/27/72	0011 pt.	Bremerton	\$255,770	
6/6/74	0011 pt.		22,364	
7/30/81	0044		800,000	
9/15/83	0054	Kitsap Transit	1,532,000	\$2,610,134
9/30/76	0022 pt.	Bellingham	\$64,040	
9/27/76	0022 pt.		269,876	
3/30/79	0029 pt.		362,244	
8/12/79	0029 pt.		630,000	
				\$1,326,160
6/18/81	0038	Pacific Transit		\$571,000
TOTAL SECTION 3 GRANTS				\$253,498,211

*Original recipient of these grants was the Seattle Transit Commission. Grants later amended to subsidize Metro as the grant recipient.

UMTA SECTION 5 GRANTS
Program Start Through July 31, 1984
Table 3

Award Date	Grant No.	Grantee	Amount	
CAPITAL GRANTS				
9/29/78	0006	Metro	\$8,356,560	
11/17/78	0007		2,349,568	
3/25/80	0010		3,776,000	
1/19/81	0011		3,112,836	
8/16/82	0011 pt.		2,369,732	
9/27/83	0030		2,998,808	
6/28/84	0035		76,879	
				\$23,310,375
6/30/75	0001	Spokane	\$300,000	
9/27/77	0002		517,440	

Table 3 (cont.)

Award Date	Grant No.	Grantee	Amount	
9/27/77	0004		\$387,200	
8/15/79	0009		57,128	
8/14/80	0012		926,032	
8/28/81	0012 pt.	Spokane Transit	573,508	
8/9/82	0025		545,912	
8/2/83	0028		541,116	\$3,848,336
11/7/77	0003	Tacoma	\$431,360	
9/10/80	0013	Pierce Transit	1,348,528	
7/20/82	0017		786,644	
8/13/82	0024		761,008	\$3,327,540
5/29/81	0015	C TRAN	\$443,960	
3/12/82	0018		881,672	
8/15/83	0032		775,652	\$2,101,284
8/11/81	0016	Yakima	\$318,560	
8/10/82	0023		381,480	
5/30/84	0034		382,088	\$1,082,128
7/2/82	0019	Longview	\$47,356	
5/26/83	0019 pt.		104,000	\$151,356
6/3/82	0021	Intercity Transit	\$60,148	
9/26/83	0021 pt.		88,956	\$149,104
8/11/82	0022	Everett	\$357,920	
5/4/84	0033		315,956	\$673,876
8/19/83	0020	Ben Franklin Transit	\$1,161,880	
8/6/84	0020 pt.		1,529,622	\$2,691,502
8/22/83	0026	Bellingham		\$30,008
6/20/83	0027	Community Transit		\$93,192
9/15/83	0031	Kitsap Transit		\$146,300
TOTAL CAPITAL GRANTS				\$37,605,001
OPERATING GRANTS				
1/20/77	4006	Metro	\$5,990,000	
9/7/79	4019		3,037,000	
11/16/79	4027		4,770,000	
9/16/80	4034		10,209,000	
5/5/81	4042		10,209,000	
4/27/82	4044		9,045,333	
8/23/83	4062		6,189,822	

Table 3 (Cont.)

Award Date	Grant No.	Grantee	Amount	
6/28/84	4068	Metro	\$530,779	
				\$49,980,934
6/30/75	4003	Tacoma	\$672,000	
1/11/77	4005		1,123,240	
11/25/77	4012 pt.		1,384,358	
7/22/79	4012 pt.		82,976	
3/6/80	4028		1,717,961	
6/24/80	4032		1,996,029	
7/7/80	4033	Pierce Transit	2,028,162	
7/22/81	4038		2,107,159	
8/27/82	4048		6,427,945	
9/16/83	4061		4,364,011	
				\$21,903,841
6/30/75	4001	Spokane	\$191,607	
7/14/77	4010		307,446	
11/18/77	4011		677,891	
3/9/79	4018		1,216,000	
5/9/79	4020		1,291,000	
5/2/80	4031		1,597,117	
3/31/81	4039		1,660,000	
3/26/82	4045	Spokane Transit	1,784,243	
6/2/83	4060		1,234,400	
				\$10,059,704
6/30/75	4002	Vancouver	\$79,711	
9/30/76	4004		156,270	
9/29/77	4013		57,577	
9/25/78	4016		205,985	
8/31/79	4022		309,000	
8/31/79	4024		421,870	
9/12/79	4023		78,023	
9/12/79	4025		89,600	
7/2/80	4028		519,950	
7/2/80	4030		108,000	
5/18/81	4040	C TRAN	575,780	
				\$2,601,766
9/30/77	4014	Yakima	\$213,049	
9/27/78	4017		276,774	
1/28/80	4026		282,210	
6/25/80	4035		364,302	
6/8/81	4041		525,279	
6/18/82	4047		638,727	
3/30/84	4056		111,156	
5/29/84	4066		66,000	
				\$2,477,497

Table 3 (cont.)

Award Date	Grant No.	Grantee	Amount	
6/7/77	4007	Everett	\$137,047	
9/30/78	4015		228,952	
8/31/79	4021		203,327	
7/24/81	4036		477,436	
7/24/81	4037		764,279	
2/19/82	4043		1,129,673	
6/21/82	4046		1,618,861	
3/9/84	4063		1,468,243	
				\$6,027,818
9/25/78	4009	Mountlake Terrace		\$3,000
3/9/79	4008	Edmonds		\$1,134
6/30/82	4049	Intercity Transit	\$157,902	
4/18/83	4058		202,176	
				\$360,078
7/16/82	4050	Bellingham	\$47,655	
3/8/83	4055		238,337	
				\$285,992
8/3/82	4051	Community Transit	\$144,571	
5/24/83	4059		160,000	
				\$304,571
11/19/82	4052	City of Seattle	\$104,430	
12/13/83	4064		78,584	
				\$183,014
6/23/83	4053	Kitsap Transit	\$23,263	
1/3/83	4054	Bremerton	131,822	
				\$155,085
9/26/83	4057	Longview	\$46,660	
5/7/84	4067		100,000	
8/21/84	4067 pt.		129,000	
				\$275,660
TOTAL OPERATING GRANTS				\$94,620,094
TOTAL SECTION 5 GRANTS				\$132,225,095

UMTA SECTION 6 GRANTS IN WASHINGTON
June 28, 1983-October 31, 1978
Table 4

Award Date	Grant No.	Grantee	Amount
6/28/73	0008 pt.	Boeing	\$600,000
6/18/74	0008 pt.		300,000
4/22/76	0008 pt.		400,000
8/17/76	0008 pt.		500,000
8/18/77	0008 pt.		95,581
7/7/77	0008 pt.		50,000
12/20/77	0008 pt.		142,117
6/14/78	0008 pt.		74,000
7/13/78	0008 pt.		92,040
			\$2,254,728
6/23/78	0010	Vancouver	\$300,000
7/6/77	0009 pt.	Port of Seattle	\$52,000
1/6/78	0009 pt.		17,444
			\$69,444
2/11/75	0007	Metro	\$47,780
9/27/78	0012	PSCOG	\$10,000
TOTAL SECTION 6 GRANTS			\$2,681,962

UMTA SECTION 8 GRANTS IN WASHINGTON
June 14, 1982-July 31, 1984
Table 6

Award Date	Grant No.	Grantee	Amount
6/14/72	0006 pt.	Puget Sound Council of Govts.	\$200,000
4/25/73	0006 pt.		319,333
6/29/73	0008		237,700
6/17/74	0010 pt.		222,000
7/1/74	0010 pt.		400,000
7/17/75	0013		458,000
5/28/76	0017 pt.		31,500
7/16/76	0017 pt.		430,000
8/29/77	0018 pt.		669,600
4/11/78	0018 pt.		413,600
8/8/78	0018 pt.		258,400

Table 6 (cont.)

Award Date	Grant No.	Grantee	Amount	
8/8/78	0023		\$325,600	
8/8/78	0025		30,000	
8/23/78	0029		533,000	
5/2/80	0029 pt.		56,000	
6/26/80	0037		550,000	
6/24/81	0039		577,000	
6/30/82	0050		504,000	
9/10/82	0052		500,000	
3/3/83	0052 pt.		500,000	
6/17/83	0053		464,000	
6/28/84	0060		506,000	
				\$8,185,733
6/8/73	0009	Spokane Regional Planning	\$65,590	
5/20/74	0011 pt.		64,000	
5/27/75	0011 pt.		60,000	
5/27/76	0016		75,000	
6/23/77	0019		45,000	
6/30/78	0022		50,000	
7/18/78	0024		18,740	
8/31/79	0030		55,000	
7/23/80	0032		60,000	
9/8/80	0032 pt.		50,000	
6/29/81	0043		62,000	
7/12/82	0051		55,000	
6/24/83	0055		48,200	
6/29/84	0062		40,000	
				\$748,530
6/17/74	0012	Metro	\$75,455	
8/4/80	0034		120,000	
9/29/81	0034 pt.		102,463	
2/26/82	0044		500,000	
				\$797,918
6/19/76	0014 pt.	Yakima Conf. Of Governments	\$15,000	
4/1/77	0014 pt.		12,000	
2/21/79	0021		12,000	
8/31/79	0028		15,000	
9/23/80	0033		15,000	
9/16/81	0042		5,000	
8/12/82	0045		10,896	
6/29/83	0054		12,000	
				\$96,896
5/14/76	0015	Benton-Franklin Gov. Conf.	\$12,000	
9/27/77	0020		10,000	
9/22/78	0026		10,000	

Table 6 (cont.)

Award Date	Grant No.	Grantee	Amount	
8/31/79	0031	Benton Franklin Gov. Conf.	\$12,000	
4/29/80	0031 pt.		20,000	
7/24/80	0035		15,000	
6/26/81	0041		17,000	
7/16/82	0046		15,600	
9/7/83	0059		14,000	\$125,600
8/31/79	0027	Clark Co. Reg. Planning	\$46,456	
5/30/80	0036		70,000	
7/7/80	0038		45,000	
6/30/81	0040		46,500	
8/3/82	0047		40,352	
7/27/83	0056		41,900	
7/10/84	0061		46,160	\$336,368
7/16/82	0048	Thurston Co. Reg. Plan.	\$15,000	
6/24/83	0057		11,000	
				\$26,000
8/18/82	0049	Cowlitz-Wahkiakum G.C.	\$15,000	
9/7/83	0058		10,000	
				<u>\$25,000</u>
TOTAL REGIONAL AGENCIES				\$9,544,127
5/17/78	7001	Tacoma (Special Grant)		\$43,650
6/11/74	8001 pt.	Off. of Community Development	\$39,250	
5/29/75	8001 pt.		55,000	
6/27/76	8002		71,000	
8/12/77	8003		131,000	\$296,250
9/26/78	8004	Department of Transportation	\$135,000	
9/11/79	8005		77,200	
9/24/80	8006		85,000	
8/7/81	8007		77,000	
9/10/82	8008		78,600	
6/24/83	8009		70,000	
6/29/84	8010*		183,650	\$706,450
10/27/72	007	Highway Commission		<u>\$62,600</u>
TOTAL STATE AGENCIES				\$1,065,300
TOTAL SECTION 8 GRANTS				<u>\$10,653,077</u>

*Includes \$100,000 pass-through for six urbanized area regional planning councils.

UMTA SECTION 9 AND 9A GRANTS
January 1, 1983-July 31, 1984

Award Date	Grant No.	Grantee	Amount	
9/27/83	0003	Metro	\$7,605,992	
5/7/84	0003 pt.		967,208	
6/28/84	009		30,225,598	
				\$38,798,798
2/22/83	0001	Spokane Transit	\$624,000	
6/27/84	0015/016		3,221,789	
				\$3,845,789
8/15/83	0006	C-TRAN	\$401,256	
6/28/84	021		1,303,332	
				\$1,704,588
2/22/83	0002	Intercity Transit	\$109,000	
5/7/84	012/014		575,179	
				\$684,179
9/15/83	0004	Kitsap Transit		\$167,000
9/22/83	0007	Bellingham	\$44,000	
5/4/84	017		166,969	
				\$210,969
9/27/83	0005	City of Seattle		\$1,132,800
3/23/84	0008	Everett		\$400,000
3/28/84	0010	Sno-Tran	\$440,000	
5/4/84	013		170,000	
				\$610,000
6/29/84	011	Community Transit	2,742,726	
	018		192,000	
				\$2,934,726
TOTAL SECTION 9 GRANTS				\$50,488,849

UMTA SECTION 11 GRANTS
February 17, 1971-July 31, 1984
Table 7

Award Date	Grant No.	Grantee	Amount
5/31/77	0001	University of Washington	\$47,939
5/31/77	0002		26,353
2/17/71	0003 pt.		164,977
3/10/72	0003 pt.		125,000
2/1/73	0003 pt.		125,000
6/22/74	0003 pt.		150,000
1/24/74	0004		29,930
3/26/75	0005 pt.		390,000
7/12/76	0005 pt.		150,000
4/25/78	0006		60,381
1979	0007		48,994
1980	0008		73,284
1981	0009		69,900
TOTAL SECTION 11 GRANTS			\$1,461,751

UMTA SECTION 16 GRANTS
June 30, 1975-July 31, 1984
Table 8

Award Date	Grant No.	Grantee	Amount
6/30/75	0001	Off. of Community Development	\$351,760
4/4/77	0002		344,900
			\$696,660
3/13/78	0003	Department of Transportation	\$177,632
4/10/79	0004		227,740
4/22/80	0005		319,000
9/15/80	0006		319,000
1981	0007		396,000
8/13/82	0008		396,000
6/24/83	0009		396,000
7/19/84	0010		422,216
			\$2,653,588
TOTAL SECTION 16 GRANTS			\$3,350,248

UMTA SECTION 18 FUNDS - 1979-1984

Table 9

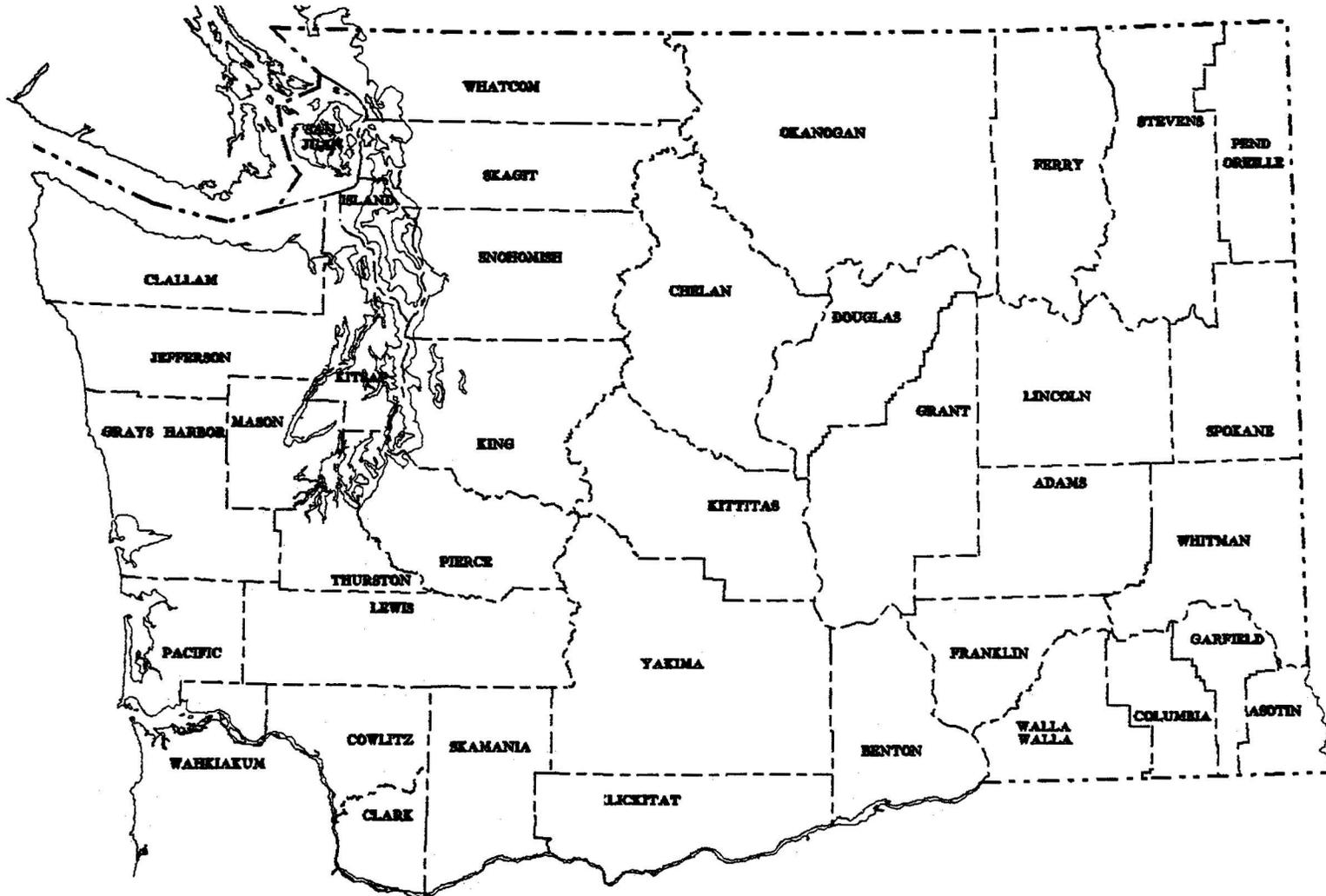
Year	Grantee	Amount
1979	Department of Transportation	\$1,237,500
1980		1,411,015
1981		1,203,513
1982		1,148,189
1983		1,542,038
1984		1,186,563
TOTAL SECTION 18 GRANTS		\$7,728,818

OTHER UMTA ADMINISTERED GRANTS

Table 10

Award Date	Grant No.	Grantee	Amount
6/5/80	19-0001	Clark Co. Regional Planning	\$81,400
8/22/80	-0004	Puget Sound Council of Govts.	367,805
4/3/79	23-2001	Metro	3,000,000
2/5/80	49-0001	Spokane	29,600
9/26/80	-0002	Department of Transportation	80,000
TOTAL OTHER UMTA GRANTS			\$3,558,805

Appendix C 1983 County Information



APPENDIX C

1983 COUNTY INFORMATION*

ADAMS COUNTY

General Characteristics

1983 Population	13,600
Elderly Population (over age 65 years)	1,250 (9.2%)
Enrolled Pupils in K-12 Public Schools	3,234 (23.8%)
Urbanized Areas over 50,000 Population	None
Number of Incorporated Cities and Towns	5
Population of all Cities and Towns	7,399
Largest City	Othello 4,570
County Seat	Ritzville 1,860
Population Density	7.1 Persons/Sq. Mile
Number of Passenger Vehicles	6,919
Municipal Public Transportation	None
Auto Transportation Companies:	Greyhound Lines
Taxicab Operators	None
Passenger Rail Transportation	None
Passenger Ferry Transportation	None
Scheduled Air Passenger Transportation	None (Nearest: Moses Lake)

ASOTIN COUNTY

General Characteristics

1983 Population	16,800
Elderly Population (over age 65 years)	2,620 (15.6%)
Enrolled Pupils in K-12 Public Schools	3,143 (18.7%)
Urbanized Areas over 50,000 Population	None
Number of Incorporated Cities and Towns	2
Population of all Cities and Towns	7,610
Largest City	Clarkston 6,700
County Seat	Asotin 910
Population Density	26.5 Persons/Sq. Mile
Number of Passenger Vehicles	8,032
Municipal Public Transportation	None
Auto Transportation Companies:	None
Taxicab Operators /For-Hire Carriers	1
Passenger Rail Transportation	None
Passenger Ferry Transportation	None
Scheduled Air Passenger Transportation	None (Nearest: Lewiston, Idaho)

*Approximately five percent of the population of Washington counties are handicapped.

BENTON COUNTY

General Characteristics

1983 Population	108,700
Elderly Population (over age 65 years)	8,120 (7.5%)
Enrolled Pupils in K-12 Public Schools	21,934 (20.2%)
Urbanized Areas over 50,000 Population:	
Richland (includes part of Franklin and Walla Walla Counties)	111,900
Number of Incorporated Cities and Towns	5
Population of all Cities and Towns	77,599
Largest City	Kennewick 35,700
County Seat	Prosser 4,150
Population Density	63.4 Persons/Sq. Mile
Number of Passenger Vehicles	58,335

Municipal Public Transportation

Ben Franklin Transit serving Richland, Kennewick Pasco and environs	
Passengers Carried	2,062,700
Vehicle Miles Operated	1,908,500
Number of Vehicles	58
Operating Expense	\$4,278,600

Prosser Rural Transportation

Passengers Carried	6,188
Vehicle Miles Operated	18,970
Number of Vehicles	5
Operating Expenses	\$48,560

Auto Transportation Companies:	Greyhound Lines
Taxicab Operators/For-Hire Carriers	1
Passenger Rail Transportation	None
Passenger Ferry Transportation	None
Scheduled Air Passenger Transportation	None (Nearest: Pasco)

CHELAN COUNTY

General Characteristics

1983 Population	46,500
Elderly Population (over age 65 years)	7,560 (16.3%)
Enrolled Pupils in K-12 Public Schools	8,511 (18.3%)
Urbanized Areas over 50,000 Population	None
Number of Incorporated Cities and Towns	5
Population of all Cities and Towns	24,305
Largest City	Wenatchee 17,150
County Seat	Wenatchee
Population Density	16.0 Persons/Sq. Mile
Number of Passenger Vehicles	26,963
Municipal Public Transportation	None
Auto Transportation Companies:	Empire Lines Greyhound Lines
Taxicab Operators /For-Hire Carriers	2
Passenger Rail Transportation	
Wenatchee served by Amtrak connecting to Seattle, Spokane	
Passenger Ferry Transportation	
Lake Chelan Boat Company Connects Chelan and Stehekin and Intermediate Points	
Operates daily in Summer, 4 days weekly in Winter	
Passengers Carried	60,120
Scheduled Air Passenger Transportation	None (Nearest: East Wenatchee)

CLALLAM COUNTY

General Characteristics

1983 Population	52,200
Elderly Population (over age 65 years)	8,090 (15.5%)
Enrolled Pupils in K-12 Public Schools	8,737 (16.7%)
Urbanized Areas over 50,000 Population	None
Number of Incorporated Cities and Towns	3
Population of all Cities and Towns	23,130
Largest City	Port Angeles 17,100
County Seat	Port Angeles
Population Density	29.8 Persons/Sq. Mile
Number of Passenger Vehicles	25,110

Municipal Public Transportation

Clallam Transit

Passengers Carried	685,400
Vehicle Miles Operated	460,900
Number of Vehicles	26
Expenditures	\$1,566,900

Auto Transportation Companies:

Greyhound Lines

Taxicab Operators /For-Hire Carrier

2

Passenger Rail Transportation

None

Passenger Ferry Transportation

 Private operation by Black Ball Trans. Co. between Port Angeles and Victoria,
 B.C.

Passengers Carried	502,000
Autos Carried	123,480

Scheduled Air Passenger Transportation

Port Angeles

CLARK COUNTY

General Characteristics

1983 Population	200,000
Elderly Population (over age 65 years)	19,200 (9.6%)
Enrolled Pupils in K-12 Public Schools	41,520 (20.8%)
Urbanized Areas over 50,000 Population	Vancouver 129,300
Number of Incorporated Cities and Towns	7
Population of all Cities and Towns	57,090
Largest City	Vancouver 42,600
County Seat	Vancouver
Population Density	319.0 Persons/Sq. Mile
Number of Passenger Vehicles	107,602

Municipal Public Transportation

C-TRAN

Passengers Carried	1,522,560
Vehicle Miles Operated	1,975,510
Number of Vehicles	57
Operating Expenses	\$4,198,350

Auto Transportation Companies:

Greyhound Lines
Evergreen Stage Lines

Taxicab Operators/For-Hire Carriers

4

Passenger Rail Transportation

 Vancouver Served by Amtrak to Seattle, Portland

Passenger Ferry Transportation

None

Scheduled Air Passenger Transportation

None (Nearest: Portland, Oregon)

COLUMBIA COUNTY

General Characteristics

1983 Population	4,000
Elderly Population (over age 65 years)	810 (20.3%)
Enrolled Pupils in K-12 Public Schools	737 (18.4%)
Urbanized Areas over 50,000 population	None
Number of Incorporated Cities and Towns	2
Population of all Cities and Towns	2,865
Largest City	Dayton 2,630
County Seat	Dayton
Population Density	4.6 Persons/Sq. Mile
Number of Passenger Vehicles	2,214
Municipal Public Transportation	None
Auto Transportation Companies:	Greyhound Lines
Taxicab Operators/For-Hire Carriers	1
Passenger Rail Transportation	None
Passenger Ferry Transportation	None
Scheduled Air Passenger Transportation	None (Nearest: Walla Walla)

COWLITZ COUNTY

General Characteristics

1983 Population	79,300
Elderly Population (over age 65 years)	9,410 (11.9%)
Enrolled Pupils in K-12 Public Schools	15,585 (19.7%)
Urbanized Areas over 50,000 Population	Longview 49,100
Number of Incorporated Cities and Towns	5
Population of all Cities and Towns	45,825
Largest City	Longview 30,100
County Seat	Kelso 11,000
Population Density	69.6 Persons/Sq. Mile
Number of Passenger Vehicles	41,463
Municipal Public Transportation	
Community Urban Bus Service, Longview-Kelso	
Passengers Carried	290,750
Vehicle Miles Operated	190,180
Number of Vehicles	6
Operating Expenses	\$403,530
Auto Transportation Companies	Greyhound Lines Trailways Inc. Columbia Coachways
Taxicab Operators/For-Hire Carriers	1
Passenger Rail Transportation	
Kelso served by Amtrak connecting to Seattle, Portland	
Passenger Ferry Transportation	None
Scheduled Air Passenger Transportation	None (Nearest: Portland Oregon)

DOUGLAS COUNTY

General Characteristics

1983 Population	22,400
Elderly Population (over age 65 years)	2,440 (10.9%)
Enrolled Pupils in K-12 Public Schools	4,280 (19.1%)
Urbanized Areas over 50,000 Population	None
Number of Incorporated Cities and Towns	5
Population of all Cities and Towns	4,617
Largest City	East Wenatchee 1,605
County Seat	Waterville 885
Population Density	12.3 Persons/Sq. mile
Number of Passenger Vehicles	10,088
Municipal Public Transportation	None
Auto Transportation Companies:	Greyhound Lines Empire Lines
Taxicab Operators/For-Hire Carriers	None
Passenger Rail Transportation	None
Passenger Ferry Transportation	None
Scheduled Air Passenger Transportation	East Wenatchee

FERRY COUNTY

General Characteristics

1983 Population	6,100
Elderly Population (over age 65 years)	560 (9.2%)
Enrolled Pupils in K-12 Public Schools	1,187 (19.5%)
Urbanized Areas over 50,000 Population	None
Number of Incorporated Cities and Towns	1
Population of all Cities and Towns	1,015
Largest City	Republic 15
County Seat	Republic
Population Density	2.8 Persons/Sq. Mile
Number of Passenger Vehicles	1,716
Municipal Public Transportation	None
Auto Transportation Companies:	Colville-Republic Stage Line
Taxicab Operators/For-Hire Carriers	None
Passenger Rail Transportation	None
Passenger Ferry Transportation	
State Operated Free (Keller Ferry)	
Colville Tribes between Inchelium and Gifford	
Vehicles	60,283
Scheduled Air Passenger Transportation	None (Nearest: Castlegar, B.C.)

FRANKLIN COUNTY

General Characteristics

1983 Population	36,000
Elderly Population (over age 65 years)	2,990 (8.3%)
Enrolled Pupils in K-12 Public Schools	7,209 (20.0%)
Urbanized Areas over 50,000 Population	Richland 114,000
(includes part of Benton and Walla Walla Counties)	
Number of Incorporated Cities and Towns	4
Population of all Cities and Towns	21,420
Largest City	Pasco 19,100
County Seat	Pasco
Population Density	29.0 Persons/Sq. Mile
Number of Passenger Vehicles	25,842
Municipal Public Transportation	See Benton County
Auto Transportation Companies:	Greyhound Lines
Taxicab Operators/For-Hire Carriers	1
Passenger Rail Transportation	
Pasco served by Amtrak connecting to Spokane and Portland	
Passenger Ferry Transportation	None
Scheduled Air Passenger Transportation	Pasco

GARFIELD COUNTY

General Characteristics

1983 Population	2,400
Elderly Population (over age 65 years)	470 (19.6%)
Enrolled Pupils in K-12 Public Schools	497 (20.7%)
Urbanized Areas over 50,000 Population	None
Number of Incorporated Cities and Towns	1
Population of all Cities and Towns	1,675
Largest City	Pomeroy 1,675
County Seat	Pomeroy
Population Density	3.4 Persons/Sq. Mile
Number of Passenger Vehicles	1,322
Municipal Public Transportation	None
Auto Transportation Companies:	Greyhound Lines
Taxicab Operators/For-Hire Carriers	None
Passenger Rail Transportation	None
Passenger Ferry Transportation	None
Scheduled Air Passenger Transportation	None (Nearest: Lewiston, Idaho)

GRANT COUNTY

General Characteristics

1983 Population	49,100
Elderly Population (over age 65 years)	5,360 (10.9%)
Enrolled Pupils in K-12 Public Schools	11,218 (22.8%)
Urbanized Areas over 50,000 Population	None
Number of Incorporated Cities and Towns	14
Population of all Cities and Towns	26,752
Largest City	Moses Lake 10,300
County Seat	Ephrata 5,440
Population Density	18.5 Persons/Sq. mile
Number of Passenger Vehicles	25,415
Municipal Public Transportation	None
Auto Transportation Companies:	Greyhound Lines Empire Lines
Taxicab Operators/For-Hire Carriers	2
Passenger Rail Transportation	
Ephrata served by Amtrak, connecting to Seattle, Spokane	
Passenger Ferry Transportation	None
Scheduled Air Passenger Transportation	Moses Lake

GRAYS HARBOR COUNTY

General Characteristics

1983 Population	65,800
Elderly Population (over age 65 years)	9,250 (14.1%)
Enrolled Pupils in K-12 Public Schools	12,532 (19.0%)
Urbanized Areas over 50,000 Population	None
Number of Incorporated Cities and Towns	9
Population of all Cities and Towns	40,731
Largest City	Aberdeen 18,050
County Seat	Montesano 3,240
Population Density	34.3 Persons/Sq. Mile
Number of Passenger Vehicles	31,832

Municipal Public Transportation

Grays Harbor Transportation Authority

Passengers Carried	1,146,800
Vehicle Miles Operated	1,234,300
Number of Vehicles	43
Operating Expenses	\$2,985,800

Auto Transportation Companies:

Taxicab Operators/For-Hire Carriers

Passenger Rail Transportation

Passenger Ferry Transportation

Grays Harbor Trans. Auth. between Ocean Shores and Westport

 Passengers Carried

Scheduled Air Passenger Transportation

ISLAND COUNTY

General Characteristics

1983 Population	47,000
Elderly Population (over age 65 years)	5,470 (11.6%)
Enrolled Pupils in K-12 Public Schools	6,948 (14.8%)
Urbanized Areas over 50,000 Population	None
Number of Incorporated Cities and Towns	3
Population of all Cities and Towns	13,865
Largest City	Oak Harbor 12,150
County Seat	Coupeville 1,005
Population Density	221.7 Persons/Sq. Mile
Number of Passenger Vehicles	21,711
Municipal Public Transportation	None
Auto Transportation Companies:	Evergreen Trailways
Taxicab Operators/For-Hire Carriers	1
Passenger Rail Transportation	None
Passenger Ferry Transportation	
State Ferry System at Clinton connecting with Mukilteo and Keystone connecting with Port Townsend	
Scheduled Air Passenger Transportation	None (Nearest: Sea-Tac)

JEFFERSON COUNTY

General Characteristics

1983 Population	16,800
Elderly Population (over age 65 years)	2,820 (16.8%)
Enrolled Pupils in K-12 Public Schools	2,634 (15.7%)
Urbanized Areas over 50,000 Population	None
Number of Incorporated Cities and Towns	1
Population of all Cities and Towns	6,200
Largest City	Port Townsend 6,200
County Seat	Port Townsend
Population Density	9.3 Persons/Sq. Mile
Number of Passenger Vehicles	8,013
Municipal Public Transportation	
Jefferson Transit Authority - serving eastern county	
Passengers Carried	138,800
Vehicle Miles Operated	325,670
Number of Vehicles Operated	8
Operating Expenses	\$527,740
Auto Transportation Companies:	Greyhound Lines
Taxicab Operators/For-Hire Carriers	2
Passenger Rail Transportation	None
Passenger Ferry Transportation	
State Ferry System at Port Townsend connecting with Keystone	
Scheduled Air Passenger Transportation	None (Nearest: Port Angeles)

KING COUNTY

General Characteristics

1983 Population	1,315,800
Elderly Population (over age 65 years)	141,310 (10.7%)
Enrolled Pupils in K-12 Public Schools	194,060 (14.7%)
Urbanized Areas over 50,000 Population:	
Seattle-Everett (includes Snohomish Co. portion)	1,457,800
Number of Incorporated Cities and Towns	28
Population of all Cities and Towns	777,066
Largest City	Seattle 489,700
County Seat	Seattle
Population Density	618.3 Persons/Sq. Mile
Number of Passenger Vehicles	753,922

Municipal Public Transportation

Municipality of Metropolitan Seattle serving countywide

Passengers Carried	80,330,650
Vehicle Miles Operated	32,785,680
Number of Vehicles Operated	1,061
Operating Expenses \$96,251,240	
Auto Transportation Companies:	Greyhound Lines Trailways Incorporated Cascade Trailways Crystal Mountain Evergreen Trailways

Taxicab Operators/For-Hire Carriers

Passenger Rail Transportation

 Seattle served by Amtrak connecting Wenatchee, Spokane and east, Tacoma,
 Kelso, Portland and South, Everett
 Snoqualmie-Snoqualmie Falls passenger rail service,
 private company operation for tourism purposes

Passenger Ferry Transportation

 State Ferry Service at Seattle, Vashon and Tahlequah connecting with
 Bremerton, Southworth, Winslow and Tacoma

 Passengers Carried

21,000

Scheduled Air Passenger Transportation

Sea-Tac

KITSAP COUNTY

General Characteristics

1983 Population	161,600
Elderly Population (over age 65 years)	16,000 (9.9%)
Enrolled Pupils in K-12 Public Schools	30,072 (18.6%)
Urbanized Areas over 50,000 Population:	Bremerton 68,000
Number of Incorporated Cities and Towns	4
Population of all Cities and Towns	46,365
Largest City	Bremerton 35,475
County Seat	Port Orchard 4,850
Population Density	411.2 Persons/Sq. Mile
Number of Passenger Vehicles	76,475

Municipal Public Transportation

Kitsap Transit serving Bremerton, Port Orchard, Poulsbo, and environs	
Passengers Carried	977,730
Vehicle Miles Operated	710,960
Number of Vehicles	79
Operating Expenses	\$2,874,740

Auto Transportation Companies:

Greyhound Lines
Cascade Trailways

Taxicab Operators/For-Hire Carriers

5

Passenger Rail Transportation

None

Passenger Ferry Transportation

State Ferry at Southworth, Bremerton, Winslow, and Kingston connecting to Seattle, Vashon and Edmonds	
Horluck Transportation connecting Bremerton and Port Orchard	
Passengers Carried	622,370

Scheduled Air Passenger Transportation

None (Nearest: Sea-Tac)

KITTITAS COUNTY

General Characteristics

1983 Population	24,900
Elderly Population (over age 65 years)	3,170 (12.7%)
Enrolled Pupils in K-12 Public Schools	3,692 (14.8%)
Urbanized Areas over 50,000 Population	None
Number of Incorporated Cities and Towns	5
Population of all Cities and Towns	15,730
Largest City	Ellensburg 11,550
County Seat	Ellensburg
Population Density	10.8 Persons/Sq. Mile
Number of Passenger Vehicles	11,700
Municipal Public Transportation	None
Auto Transportation Companies:	Greyhound Lines Empire Lines
Taxicab Operators/For-Hire Carriers	1
Passenger Rail Transportation	None
Passenger Ferry Transportation	None
Scheduled Air Passenger Transportation	None (Nearest: Yakima)

KLICKITAT COUNTY

General Characteristics

1983 Population	16,300
Elderly Population (over age 65 years)	2,140 (13.1%)
Enrolled Pupils in K-12 Public Schools	3,488 (21.4%)
Urbanized Areas over 50,000 Population	None
Number of Incorporated Cities and Towns	3
Population of all Cities and Towns	6,270
Largest City	Goldendale 3,690
County Seat	Goldendale
Population Density	8.7 Persons/Sq. Mile
Number of Passenger Vehicles	8,015
Auto Transportation Companies:	Greyhound Lines
Taxicab Operators/For-Hire Carriers	None
Passenger Rail Transportation	Bingen and Wishram served by Amtrak connecting to Pasco, Spokane and Portland
Passenger Ferry Transportation	None
Scheduled Air Passenger Transportation	None (Nearest: Portland, Oregon)

LEWIS COUNTY

General Characteristics

1983 Population	56,000
Elderly Population (over age 65 years)	8,420 (15.0%)
Enrolled Pupils in K-12 Public Schools	11,417 (20.4%)
Urbanized Areas Over 50,000 Population	None
Number of Incorporated Cities and Towns	9
Population of all Cities and Towns	22,763
Largest City	Centralia 11,700
County Seat	Chehalis 6,025
Population Density	23.2 Persons/Sq. Mile
Number of Passenger Vehicles	30,702

Municipal Public Transportation

Lewis Public Transportation Benefit Area, Serving Centralia-Chehalis

Passengers Carried	155,830
Vehicle Miles Operated	168,000
Number of Vehicles	7
Operating Expenses	\$206,400

Auto Transportation Companies:

Greyhound Lines
Trailways Incorporated

Taxicab Operators/For-Hire Carriers

1

Passenger Rail Transportation

 Centralia served by Amtrak connecting to Seattle, Portland

Passenger Ferry Transportation

None

Scheduled Air Passenger Transportation

None (Nearest, Sea-Tac)

LINCOLN COUNTY

General Characteristics

1983 Population	9,600
Elderly Population (over age 65 years)	1,720 (17.9%)
Enrolled Pupils in K-12 Public Schools	2,108 (22.0%)
Urbanized Areas over 50,000 Population	None
Number of Incorporated Cities and Towns	8
Population of all Cities and Towns	5,878
Largest City	Davenport 1,580
County Seat	Davenport
Population Density	4.2 Persons/Sq. Mile
Number of Passenger Vehicles	5,502
Municipal Public Transportation	None
Auto Transportation Companies:	Greyhound Lines Empire Lines
Taxicab Operators/For-Hire Carriers	None
Passenger Rail Transportation	None
Passenger Ferry Transportation	
State Operated Free Ferry (See Ferry County)	
Scheduled Air Passenger Transportation	None (Nearest: Spokane)

MASON COUNTY

General Characteristics

1983 Population	33,600
Elderly Population (over age 65 years)	4,430 (13.2%)
Enrolled Pupils in K-12 Public Schools	5,880 (17.5%)
Urbanized Areas over 50,000 Population	None
Number of Incorporated Cities and Towns	1
Population of all Cities and Towns	7,600
Largest City	Shelton 7,600
County Seat	Shelton
Population Density	35.0 Persons/Sq. Mile
Number of Passenger Vehicles	15,608
Municipal Public Transportation	None
Auto Transportation Companies:	None
Taxicab Operators/For-Hire Carriers	1
Passenger Rail Transportation	None
Passenger Ferry Transportation	None
Scheduled Air Passenger Transportation	None (Nearest: Sea-Tac)

OKANOGAN COUNTY

General Characteristics

1983 Population	31,500
Elderly Population (over age 65 years)	4,250 (13.5%)
Enrolled Pupils in K-12 Public Schools	6,388 (20.3%)
Urbanized Areas over 50,000 Population	None
Number of Incorporated Cities and Towns	13
Population of all Cities and Towns	14,034
Largest City	Omak 3,910
County Seat	Okanogan 2,350
Population Density	6.0 Persons/Sq. Mile
Number of Passenger Vehicles	13,818
Municipal Public Transportation	None
Auto Transportation Companies:	Empire Lines
Taxicab Operators/For-Hire Carriers	2
Passenger Rail Transportation	None
Passenger Ferry Transportation	None
Scheduled Air Passenger Transportation	None (Nearest: Penticton, B.C.)

PACIFIC COUNTY

General Characteristics

1983 Population	17,600
Elderly Population (over age 65 years)	3,190 (18.1%)
Enrolled Pupils in K-12 Public Schools	3,160 (18.0%)
Urbanized Areas over 50,000 Population	None
Number of Incorporated Cities and Towns	4
Population of all Cities and Towns	6,453
Largest City	Raymond 2,920
County Seat	South Bend 1,640
Population Density	19.4 Persons/Sq. Mile
Number of Passenger Vehicles	8,360
Municipal Public Transportation	
Pacific Transit serving countywide	
Passenger Carried	98,000
Vehicle Miles Operated	317,500
Number of Vehicles	9
Expenditures	\$483,450
Auto Transportation Companies/Passenger Charter Carriers	None
Taxicab Operators/For-Hire Carriers	None
Passenger Rail Transportation	None
Passenger Ferry Transportation	None
Scheduled Air Passenger Transportation	None (Nearest: Portland, Oregon)

PEND OREILLE COUNTY

General Characteristics

1983 Population	8,900
Elderly Population (over age 65 years)	1,130 (12.7%)
Enrolled Pupils in K-12 Public Schools	1,899 (21.3%)
Urbanized Areas over 50,000 Population	None
Number of Incorporated Cities and Towns	5
Population of all Cities and Towns	2,875
Largest City	Newport 1,570
County Seat	Newport
Population Density	6.4 Persons/Sq. Mile
Number of Passenger Vehicles	3,581
Municipal Public Transportation	None
Auto Transportation Companies:	Brown Lines
Taxicab Operators/For-Hire Carriers	None
Passenger Rail Transportation	None
Passenger Ferry Transportation	None
Scheduled Air Passenger Transportation	None (Nearest: Spokane)

PIERCE COUNTY

General Characteristics

1983 Population	507,000
Elderly Population (over age 65 years)	50,050 (9.9%)
Enrolled Pupils in K-12 Public Schools	88,956 (17.5%)
Urbanized Areas over 50,000 Population	Tacoma 425,000
Number of Incorporated Cities and Towns	18
Population of Cities and Towns	214,946
Largest City	Tacoma 158,400
County Seat	Tacoma
Population Density	302.7 Persons/Sq. Mile
Number of Passenger Vehicles	250,172

Municipal Public Transportation

Pierce Transit

Passengers Carried	11,484,000
Vehicle Miles Operated	5,987,000
Number of Vehicles	184
Operating Expenses	\$17,889,000

Auto Transportation Companies:	Greyhound Lines
	Cascade Trailways
	Crystal Mountain

Taxicab Operators/For-Hire Carriers	19
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Passenger Rail Transportation

Tacoma served by Amtrak, to Seattle; Portland, Oregon

Passenger Ferry Transportation

County Operation between Steilacoom and Anderson, McNeil and Ketron Islands

Passengers Carried	148,770
Vehicles Carried	35,732

State Operation between Tacoma and Vashon Island (Tahlequah)

Scheduled Air Passenger Transportation	None (Nearest: Sea-Tac)
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SAN JUAN COUNTY

General Characteristics

1983 Population	8,700
Elderly Population (over age 65 years)	1,510 (17.4%)
Enrolled Pupils in K-12 Public Schools	1,200 (13.8%)
Urbanized Areas over 50,000 Population	None
Number of Incorporated Cities and Towns	1
Population of all Cities and Towns	1,230
Largest City	Friday Harbor 1,230
County Seat	Friday Harbor
Population Density	48.6 Persons/Sq. Mile
Number of Passenger Vehicles	4,555
Municipal Public Transportation	None
Auto Transportation Companies:	None
Taxicab Operators /For-Hire Carriers	3
Passenger Rail Transportation	None
Passenger Ferry Transportation	
State Ferry System at Lopez, Shaw, Orcas and Friday Harbor connecting with Anacortes and Vancouver Island	
Scheduled Air Passenger Transportation	Eastsound, Lopez, and Friday Harbor

SKAGIT COUNTY

General Characteristics

1983 Population	66,100
Elderly Population (over age 65 years)	9,660 (14.6%)
Enrolled Pupils in K-12 Public Schools	12,188 (18.4%)
Urbanized Areas over 50,000 Population	None
Number of Incorporated Cities and Towns	8
Population of all Cities and Towns	34,745
Largest City	Mount Vernon 13,600
County Seat	Mount Vernon
Population Density	38.1 Persons/Sq. Mile
Number of Passenger Vehicles	39,005
Municipal Public Transportation	None
Auto Transportation Companies:	Greyhound Lines Evergreen Trailways
Taxicab Operators/For-Hire Carriers	6
Passenger Rail Transportation	None
Passenger Ferry Transportation	
County Ferry connecting Guemes Island with Anacortes	
Passengers Carried	110,941
Vehicles Carried	55,604
Scheduled Air Passenger Transportation	None (Nearest: Bellingham)

SKAMANIA COUNTY

General Characteristics

1983 Population	7,800
Elderly Population (over age 65 years)	840 (10.8%)
Enrolled Pupils in K-12 Public Schools	1,180 (15.1%)
Urbanized Areas over 50,000 Population	None
Number of Incorporated Cities and Towns	2
Population of all Cities and Towns	1,587
Largest City	Stevenson 1, 160
County Seat	Stevenson
Population Density	4.7 Persons/Sq. Mile
Number of Passenger Vehicles	2,875
Municipal Public Transportation	None
Auto Transportation Companies:	Greyhound Lines
Taxicab Operators/For-Hire Carriers	None
Passenger Rail Transportation	None
Passenger Ferry Transportation	None
Scheduled Air Passenger Transportation	None (Nearest: Portland, Oregon)

SNOHOMISH COUNTY

General Characteristics

1983 Population	360,900
Elderly Population (over age 65 years)	32,820 (9.1%)
Enrolled Pupils in K-12 Public Schools	62,350 (17.3%)
Urbanized Areas over 50,000 Population:	
Seattle-Everett (includes King Co. portion)	1,457,800
Number of Incorporated Cities and Towns	19
Population of all Cities and Towns	156,936
Largest City	Everett 56,200
County Seat	Everett
Population Density	172.0 Persons/Sq. Mile
Number of Passenger Vehicles	190,177

Municipal Public Transportation

Everett Transit System

Passengers Carried	1,645,190
Vehicle Miles Operated	1,021,610
Number of Vehicles	49
Operating Expenses	\$3,187,120

Community Transit serving all cities other than Everett

Passengers Carried	3,001,020
Vehicle Miles Operated	3,460,140
Number of Vehicles	70
Operating Expenses	\$8,275,340

Auto Transportation Companies:

Greyhound Lines
Evergreen Trailways

Taxicab Operators/For-Hire Carriers

7

Passenger Rail Transportation

 Everett & Edmonds served by Amtrak: East & West to Wenatchee & Spokane

Passenger Ferry Transportation

 State Ferry at Mukilteo and Edmonds connecting to Whidbey Island and Kingston

Scheduled Air Passenger Transportation

None (Nearest: Sea-Tac)

SPOKANE COUNTY

General Characteristics

1983 Population	348,000
Elderly Population (over age 65 years)	42,890 (12.3%)
Enrolled Pupils in K-12 Public Schools	61,002 (17.5%)
Urbanized Areas over 50,000 Population	Spokane 275,100
Number of Incorporated Cities and Towns	11
Population of all Cities and Towns	188,663
Largest City	Spokane 170,200
County Seat	Spokane
Population Density	197.3 Persons/Sq. Mile
Number of Passenger Vehicles	180,993

Municipal Public Transportation

Spokane Transit Authority serving Spokane urbanized area	
Passengers Carried	7,401,000
Vehicle Miles Operated	4,417,100
Number of Vehicles	143
Expenditures	\$12,178,300

Auto Transportation Companies:	Empire Lines
	Greyhound Lines
	St. Maries Stages
	Brown Lines, Inc.

Taxicab Operators/For-Hire Carriers	6
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Passenger Rail Transportation

Spokane served by Amtrak, connecting to Pasco; Wenatchee; Seattle; Portland;
 Minneapolis and Chicago

Passenger Ferry Transportation	None
Scheduled Air Passenger Transportation	Spokane

STEVENS COUNTY

General Characteristics

1983 Population	29,700
Elderly Population (over age 65 years)	3,240 (10.9%)
Enrolled Pupils in K-12 Public Schools	5,618 (18.9%)
Urbanized Areas over 50,000 Population	None
Number of Incorporated Cities and Towns	6
Population of all Cities and Towns	8,637
Largest City	Colville 4,580
County Seat	Colville
Population Density	12.0 Persons/Sq. Mile
Number of Passenger Vehicles	11,063
Municipal Public Transportation	None
Auto Transportation Companies:	Empire Lines Republic-Colville Stage Lines
Taxicab Operators/For-Hire Carriers	1
Passenger Rail Transportation	None
Passenger Ferry Transportation	None
Scheduled Air Passenger Transportation	None (Nearest: Spokane)

THURSTON COUNTY

General Characteristics

1983 Population	133,500
Elderly Population (over age 65 years)	13,490 (10.1%)
Enrolled Pupils in K-12 Public Schools	25,772 (19.3%)
Urbanized Areas over 50,000 Population	Olympia 77,000
Number of Incorporated Cities and Towns	7
Population of all Cities and Towns	53,402
Largest City	Olympia 28,000
County Seat	Olympia
Population Density	183.6 Persons/Sq. Mile
Number of Passenger Vehicles	85,974
Municipal Public Transportation	
Intercity Transit	
Passengers Carried	1,943,900
Vehicle Miles Operated	1,250,800
Number of Vehicles	42
Operating Expenses	\$2,938,610
Auto Transportation Companies:	Trailways Incorporated Greyhound Lines
Taxicab Operators/For-Hire Carriers	3
Passenger Rail Transportation	
Amtrak East Olympia to Seattle and Portland, Oregon	
Passenger Ferry Transportation	None
Scheduled Air Passenger Transportation	None (Nearest: Sea-Tac)

WAHKIAKUM COUNTY

General Characteristics

1983 Population	3,700
Elderly Population (over age 65 years)	600 (16.2%)
Enrolled Pupils in K-12 Public Schools	561 (15.2%)
Urbanized Areas over 50,000 Population:	None
Number of Incorporated Cities and Towns	1
Population of all Cities and Towns	625
Largest City	Cathlamet 625
County Seat	Cathlamet
Population Density	14.2 Persons/Sq. Mile
Number of Passenger Vehicles	1,599
Municipal Public Transportation	None
Auto Transportation Companies:	None
Taxicab Operators/For-Hire Carriers	None
Passenger Rail Transportation	None
Passenger Ferry Transportation	
County Ferry connecting Puget Island with Westport, Oregon	
Passengers Carried	18,890
Vehicles Carried	23,810
Scheduled Air Passenger Transportation	None (Nearest: Portland, Oregon)

WALLA WALLA COUNTY

General Characteristics

1983 Population	48,200
Elderly Population (over age 65 years)	6,950 (14.4%)
Enrolled Pupils in K-12 Public Schools	6,953 (14.4%)
Urbanized Areas over 50,000 Population	None
Number of Incorporated Cities and Towns	4
Population of all Cities and Towns	32,630
Largest City	Walla Walla 25,600
County Seat	Walla Walla
Population Density	38.2 Persons/Sq. Mile
Number of Passenger Vehicles	22,062
Municipal Public Transportation	
Valley Transit serving Walla Walla and College Place and environs	
Passengers Carried	815,570
Vehicle Miles Operated	429,210
Number of Vehicles	13
Operation Expenditures	\$962,820
Auto Transportation Companies:	Greyhound Lines
Taxicab Operators/For-Hire Carriers	2
Passenger Rail Transportation	None
Passenger Ferry Transportation	None
Scheduled Air Passenger Transportation	Walla Walla

WHATCOM COUNTY

General Characteristics

1983 Population	112,100
Elderly Population (over age 65 years)	13,120 (11.7%)
Enrolled Pupils in K-12 Public Schools	18,201 (16.2%)
Urbanized Areas over 50,000 Population	Bellingham 56,100
Number of Incorporated Cities and Towns	7
Population of all Cities and Towns	59,184
Largest City	Bellingham 45,900
County Seat	Bellingham
Population Density	52.8 Persons/Sq. Mile
Number of Passenger Vehicles	56,302

Municipal Public Transportation

Bellingham Municipal Transit System	
Passengers Carried	1,174,260
Vehicle Miles Operated	555,000
Number of Vehicles	24
Operating Expenditures	\$1,672,400

Auto Transportation Companies:

Greyhound Lines	Lynden Stages
	Bellingham-Sumas Stages

Taxicab Operators/For-Hire Carriers

3

Passenger Rail Transportation

None

Passenger Ferry Transportation

County Ferry connecting Lummi Island with mainland.	
Passengers Carried	273,120
Vehicles Carried	147,300

Island Mariner a private company, operates passenger ferry service

Scheduled Air Passenger Transportation

Bellingham

WHITMAN COUNTY

General Characteristics

1983 Population	39,900
Elderly Population (over age 65 years)	3,580 (9.0%)
Enrolled Pupils in K-12 Public Schools	4,693 (11.8%)
Urbanized Areas over 50,000 Population	None
Number of Incorporated Cities and Towns	16
Population of all Cities and Towns	32,206
Largest City	Pullman 23,000
County Seat	Colfax 2,820
Population Density	18.5 Persons/Sq. Mile
Number of Passenger Vehicles	15,903

Municipal Public Transportation

 Pullman Transit

Passengers Carried	354,930
Vehicle Miles Operated	128,380
Number of Vehicles	11
Operating Expenditures	\$451,670

Auto Transportation Companies:

Campus Links
Greyhound Lines

Taxicab Operators/For-Hire Carriers	1
Passenger Rail Transportation	None
Passenger Ferry Transportation	None
Scheduled Air Passenger Transportation	Pullman

YAKIMA COUNTY

General Characteristics

1983 Population	177,000
Elderly Population (over age 65 years)	22,490 (12.7%)
Enrolled Pupils in K-12 Public Schools	35,080 (19.8%)
Urbanized Areas over 50,000 Population	Yakima 79,300
Number of Incorporated Cities and Towns	14
Population of all Cities and Towns	88,800
Largest City	Yakima 48,500
County Seat	Yakima
Population Density	41.3 Persons/Sq. Mile
Number of Passenger Vehicles	89,057

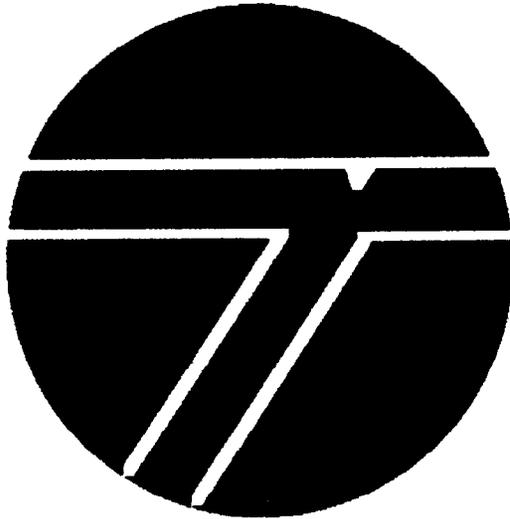
Municipal Public Transportation

Yakima Transit

Passengers Carried	941,420
Vehicle Miles Operated	487,450
Number of Vehicles	12
Expenditures	\$1,297,600

Auto Transportation Companies:	Greyhound Lines
Taxicab Operators/For-Hire Carriers	5
Passenger Rail Transportation	None
Passenger Ferry Transportation	None
Scheduled Air Passenger Transportation	Yakima

Appendix D
WSDOT
Public Transportation
Office



Washington State
Department of Transportation

APPENDIX D

WSDOT PUBLIC TRANSPORTATION OFFICE

George Smith, Manager, Public Transportation Office	753-2931
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Michael Scaringi, Special Projects Planner	753-3407
Tom Hanson, Transit System Planning	753-6644
Larry Roediger, Manager, Paratransit Branch	754-2257
Gordon Kirkemo, Local Assistance Coordinator	754-1229
Jerry Carlson, Paratransit Specialist	754-1229
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